

MOTORCYCLE

RIDE 'EM, DON'T HIDE 'EM

CLASSICS

September/October 2018

BATHTUB TRIUMPH

1960 5TA SPEED TWIN:
TRIUMPH'S UGLY
DUCKLING MAKES
A COMEBACK



PLUS:

- FRENCH CONNECTION: 1975 JAPAUTO 1000VX
- RACING RETROSPECTIVE: THE 1988 USGP AT LAGUNA SECA
- 1957 MONDIAL 250 GP TWIN CAM
- VINCENTS DOWN UNDER: VINCENT RAPIDE SERIES B RACER
- 1967 BRIDGESTONE HURRICANE SCRAMBLER

\$6.99 • Vol. 14 No. 1 • Display Until Sept. 24



0 70992 35848 9

PHOENIX ION SUMMIT

extreme heat SPECIALIST with multi-season VERSATILITY

NOT ONLY IDEAL FOR EXTREME HEAT, THE ADDITION OF A 2-STAGE LINER SYSTEM AND EXTENDED CUT ALSO MAKES THE **PHOENIX ION SUMMIT** AN IDEAL MULTI-SEASON RIDING SOLUTION.

ADVANCED FEATURES

EXTENDED 3/4 CUT • LIGHTWEIGHT, COOLING **FREE AIR™ MESH** SHELL (TORSO, BACK, & ARMS) • **DYNAX™ REINFORCED** AND DOUBLE STITCHED AT KEY IMPACT AREAS (UPPER BACK, RIBS, AND FOREARMS) • EXTERNALLY ACCESSIBLE, **C.E. APPROVED (EN 1621) ARMOR** (SHOULDERS AND ELBOWS) • HIGH DENSITY REMOVABLE SPINE ARMOR • 2-STAGE ZIP-OUT LINER SYSTEM (**FULL SLEEVE WATERPROOF / INSULATED VEST**) • 6-POINT **SURE FIT™ ADJUSTMENT SYSTEM** (SLEEVES AND WAIST) • **FULLFLEX™ ARTICULATION** AT THE LOWER BACK AND LATs • ERGONOMIC PRE-CURVED SLEEVES • 8" ZIPPER FOR JACKET TO PANT ATTACHMENT • **INNOLITE® ULTRA REFLECTIVE** SHOULDERS AND ELBOWS COMBINED WITH 360° OF REFLECTIVE STRIPES AND LOGOS • DEEP CHEST UTILITY POCKETS WITH SNAP CLOSURES • 2 HAND POCKETS • LARGE PADDED LOWER BACK STORAGE POCKET • CLIP FOR KEY STORAGE • INSIDE MICRO-FIBER LINED EYEGLASS POCKET

SIZES: SMALL THRU 3XL
TALL: MD THRU 3XL (BLACK ONLY)
STARTING AT:

\$249.99



2-STAGE LINER



HEADLIGHT REFLECTION



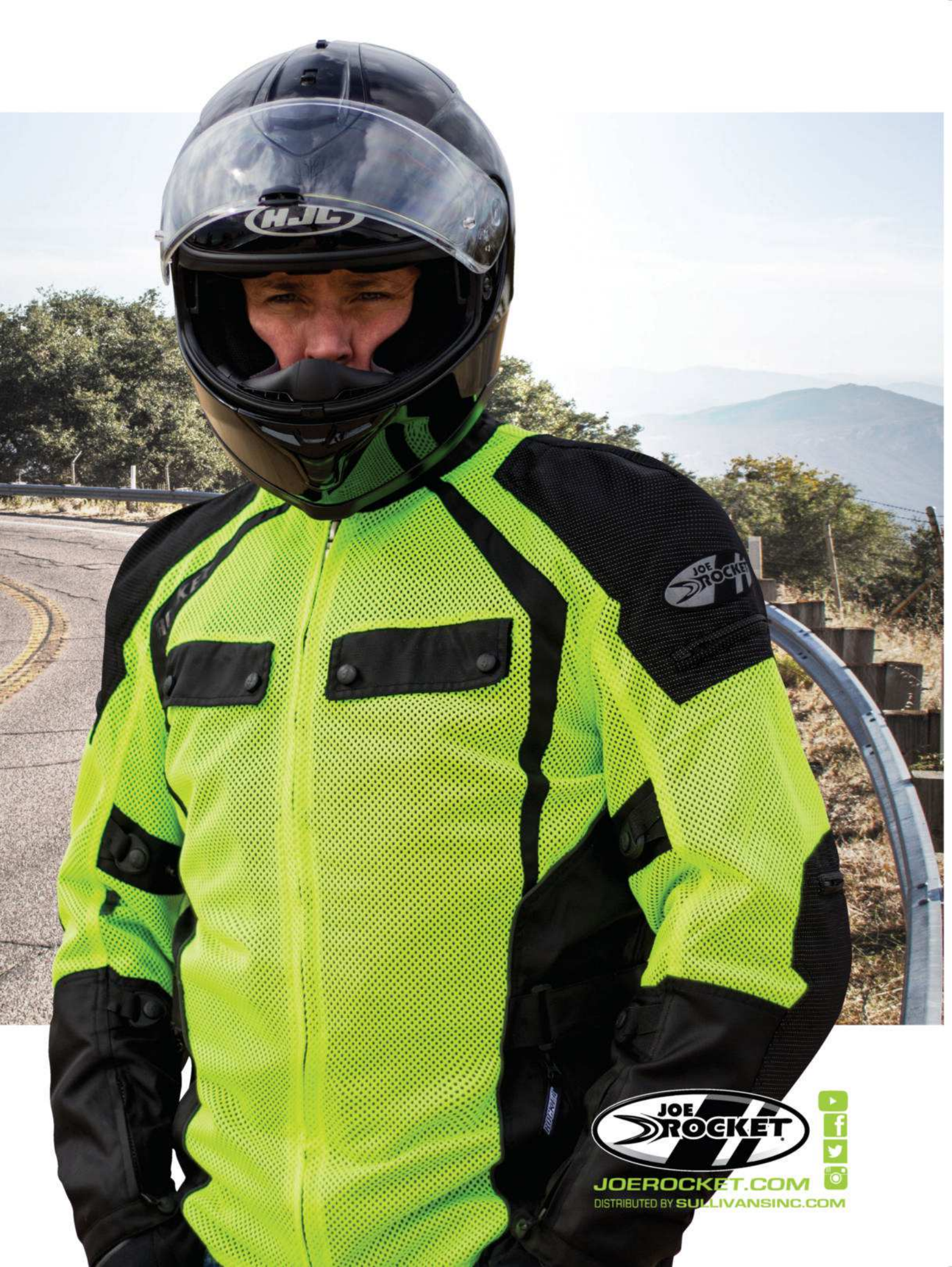
BLACK: BLACK



BLACK: GUNMETAL



BLACK: HI-VIZ



JOEROCKET.COM

DISTRIBUTED BY SULLIVANSINC.COM



Josh Withers restored and customized this sweet little Bridgestone into the perfect city bike. Page 46.



JOSH WITHERS

FEATURES

- 12 BATHTUB TRIUMPH**
U.S. buyers hated Triumph's controversial "bathtub" styling, but 60 years later there's new appreciation for Triumph boss Edward Turner's design.
- 20 THE QUAIL MOTORCYCLE GATHERING**
Cafés and customs take center stage at the 10th Annual Quail Motorcycle Gathering.
- 22 MAN OF MONDIAL**
John Goldman's painstakingly restored ex-Tarquinio Provini 1957 Mondial 250 GP race bike.
- 30 VINCENT RAPIDE SERIES B RACER**
A Rapide built to race at the Goodwood Revival.
- 38 1988 USGP: COMING TO AMERICA**
Road racing in America came of age at the 1988 USGP, held at the famous Laguna Seca race course.
- 46 BRIDGESTONE SCRAMBLER**
Reviving a 1967 Bridgestone Hurricane Scrambler into the Around-Town Ripper.
- 52 THE AJS MODEL 20**
Chuck Thompson's 1952 Model 20, Plumstead's posh parallel twin.
- 59 THE WIDOWMAKER AND THE IDIOT**
Anders Carlson restores a 1975 Kawasaki H1 and takes it racing. Yes, it's a bad idea.
- 66 PHILLIP ISLAND 2018**
American racers Down Under.
- 69 JAPAUTO 1000VX**
France's largest Honda dealer, Paris-based Japauto, took the CB750 endurance racing and built a 970cc street model, producing some 250 over five years.

DEPARTMENTS

- 4 BLACK SIDE DOWN**
The editor speaks.
- 6 READERS AND RIDERS**
Super Cubs and BMWs.
- 8 ON THE RADAR**
1966-1979 Honda CT90.
- 10 SIDECAR**
Colin Seeley named Grand Marshal for the 14th Annual Barber Vintage Festival.
- 76 MC HOW-TO**
We upgrade the charging system on a 1977 Suzuki GS750 to make it lithium-ion battery friendly.
- 80 KEITH'S GARAGE**
Keith's fixes will keep your vintage bike up and running.
- 82 TEST RIDE**
We ride Royal Enfield's new Himalayan adventure bike.
- 84 DESTINATIONS**
Visit New Hope, Pennsylvania.
- 85 CALENDAR**
Where to go and what to do this fall.
- 86 COOL FINDS**
New stuff for old bikes.
- 96 PARTING SHOTS**
The years of the Wheelie Show at Laguna Seca.

ON THE WEB!

Vintage Motorcycle Days 2018

We finally made it back to Lexington, Ohio, and Mid-Ohio Sports Car Course for the AMA's Vintage Motorcycle Days, and like every VMD we've ever attended it was an absolute blast. The Woodstock of vintage motorcycle events, VMD has a cool vibe that just can't be duplicated anywhere else. We'll have a complete review in the next issue, but if you want to see some pics and impressions of this year's show now go to MotorcycleClassics.com/vmd-2018 to learn more.



28th ANNUAL VINTAGE & ANTIQUE MOTORCYCLE AUCTION

LAS VEGAS

JANUARY 22-26, 2019 • 1,750 MOTORCYCLES

SOUTH POINT HOTEL & CASINO • LAS VEGAS, NV



FEATURING THE
mccollection
OF STOCKHOLM

A WORLD-RENNED SHOWCASE OF MECHANICAL ART AND DESIGN

CONSIGN OR REGISTER TO BID

THE WORLD'S LARGEST SELLER OF ANTIQUE MOTORCYCLES



MECUM
AUCTIONS
PRESENTED BY  State Farm

THE EXPERIENCE BEGINS AT **MECUM.COM**

NV License DLR000045204

For Complete Auction Consignment or Bidding Information go to Mecum.com or call 262-275-5050



Circle #3; see card pg 81

Thinking small, take two

Fast on the heels of my rant last issue about bikes getting bigger and the virtues of riding small, I just happened to find myself at three different events over the past few months, riding a different “small” bike at each one. I didn’t plan any of this, it just happened, a triple dose of serendipitous experiences that served to underscore, at least for me, why riding small can be so much fun.

The first dose was at Road America in Elkhart Lake, Wisconsin, in early June, when I had the opportunity to ride a new Royal Enfield Himalayan to the track for Vintage Motofest/Rockerbox, picking the bike up at RE’s Milwaukee headquarters. I loved RE’s little adventure bike (turn to Page 82 for a more complete review) and the experience reminded me of how fun small bikes are riding back roads. My “collection” of bikes includes a 1976 Suzuki GT185, a fun little 2-stroke twin that simply begs to be ridden. Probably the most reliable bike I’ve ever owned it always starts first try, and like a dog eager for a walk it’s always happy to head out for a spin. A slow spin, actually, because while it will cruise along comfortably at 55mph, the GT185 is more of an around-town rider than anything else, where the Himalayan is actually highway capable, maintaining 70mph with seeming ease. And the Himalayan gets better mileage, too, returning 50mpg during the three days I rode it versus the GT185’s 35-40mpg.

A few weeks later I found myself in Chicago for the Motoblot Street Rally, my first visit to the Windy City in years and my first time to take in Motoblot. Anchored next to the All Rise Brewing Co. and the Cobra Lounge, Motoblot is more street party than vintage motorcycle show, and it’s a hoot. If I lived in Chicago, I’d go every year. And thanks to good friend Burt Richmond I was on another small bike, this time a 1971 Suzuki Stinger. The Stinger’s design cues — high, straight pipes, a flat seat and tank, and an almost horizontally configured 125cc 2-stroke twin that looks like it’s ready for the GP — suggest speed and track capacity, of which it has neither. Yet it’s one of the coolest little bikes I’ve ever ridden, and a reminder of how Japan’s Big Three got so big, their willingness to push boundaries and expectations delivering unexpected prizes like the Stinger. The little twin is as smooth as an electric motor, and it spins up quickly and happily, allowing surprisingly quick launches from stoplights, and the 5-speed gearbox shifts flawlessly. About the only letdown is the suspension (too soft) and the brakes (not strong enough). Throw on some serious binders and a bit of suspension and the Stinger would be one of the greatest little bikes ever built.

The weekend after July 4 found me in Lexington, Ohio, at Mid-Ohio Sports Car Course for Vintage Motorcycle Days. We’d scheduled a little show and ride on Friday, but last-minute projects meant we had to fly instead of drive to Ohio. That left the small problem of finding bikes to ride, but fortunately the guys at Janus Motorcycles came to the rescue, loaning me and ad man Shane Powers a new Gryffin and a Phoenix for our little blast through the surrounding area. I’d ridden the Gryffin before (we reviewed it in the July/August 2018 issue), and it was fun to swing a leg back over the little single to once again be reminded of how fun small can be.

Interestingly to me, but maybe not surprising given my old-school attitudes — and decided affinity for vintage over modern — my favorite of the trio was the Stinger. Avant-garde when new, it’s just plain odd looking to most people today. From its styling to its technical specifications, there’s nothing normal about the Stinger, which probably goes a long way in explaining why it was a flop. Yet it’s a spectacular little bike, leading to a new problem: Where do I find one?

Richard Backus
Editor-in-chief



Motorcycle CLASSICS

RICHARD BACKUS, EDITOR-IN-CHIEF
rbackus@motorcycleclassics.com

LONDON HALL, MANAGING EDITOR
lhall@motorcycleclassics.com

ARTHUR HUR, ASSOCIATE EDITOR/ONLINE

CONTRIBUTORS

PHIL AYNLEY • JEFF BARGER • JOE BERK
ANDERS CARLSON • ALAN CATHCART
HAMISH COOPER • DAVID DEWHURST • KEL EDGE
KEITH FELLEINSTEIN • DAIN GINGERELLI • STEPHEN PIPER
ROBERT SMITH • GREG WILLIAMS • JOSH WITHERS

ART DIRECTION AND PREPRESS

MATTHEW T. STALLBAUMER, ASST. GROUP ART DIRECTOR
TERRY PRICE, PREPRESS

CONVERGENT MEDIA

BRENDA ESCALANTE; bescalante@ogdenpubs.com

WEB AND DIGITAL CONTENT

KRISTIN DEAN, DIGITAL STRATEGY
TONYA OLSON, WEB CONTENT MANAGER

DISPLAY ADVERTISING

(800) 678-5779; adinfo@ogdenpubs.com

CLASSIFIED ADVERTISING

(866) 848-5346; classifieds@motorcycleclassics.com

NEWSSTAND

MELISSA GEIKEN, (785) 274-4344

CUSTOMER CARE

(800) 880-7567



BILL UHLER, PUBLISHER

OSCAR H. WILL III, EDITORIAL DIRECTOR

CHERYLYN OLMSTED,
CIRCULATION & MARKETING DIRECTOR

BOB CUCCINIELLO,
NEWSSTAND & PRODUCTION DIRECTOR

BOB LEGAULT, SALES DIRECTOR

CAROLYN LANG, GROUP ART DIRECTOR

ANDREW PERKINS
DIRECTOR OF EVENTS & BUSINESS DEVELOPMENT

KRISTIN DEAN, DIRECTOR OF DIGITAL STRATEGY

TIM SWIETEK, INFORMATION TECHNOLOGY DIRECTOR

ROSS HAMMOND, FINANCE & ACCOUNTING DIRECTOR

MOTORCYCLE CLASSICS (ISSN 1556-0880)

September/October 2018, Volume 14 Issue 1
is published bimonthly by Ogden Publications, Inc.,
1503 SW 42nd St., Topeka, KS 66609-1265.

Periodicals Postage Paid at Topeka, KS and additional
mailing offices. POSTMASTER: Send address changes to
Ogden Publications, Inc., 1503 SW 42nd St.,
Topeka, KS 66609-1265.

For subscription inquiries call: (800) 880-7567

Outside the U.S. and Canada:

Phone (785) 274-4360 • Fax (785) 274-4305

Subscribers: If the Post Office alerts us that your
magazine is undeliverable, we have no further obligation
unless we receive a corrected address within two years.
©2018 Ogden Publications Inc. Printed in the U.S.A.





THERE'S NOT AN APP FOR THIS



HAGERTY
FOR PEOPLE WHO LOVE BIKES®

Insurance. Valuation. Membership. DriveShare™
Ride with us. 888-216-2398 | Local Agent | hagerty.com

Vehicle make and model names and logos are property of their respective owners and their inclusion does not imply sponsorship of or affiliation with Hagerty or any of its products or services. Hagerty Insurance Agency, LLC, provides insurance and determines final risk acceptance. Membership and DriveShare are provided by non-insurance subsidiaries of The Hagerty Group, LLC. Hagerty, the H Gear Shift Logo, HAGERTY, FOR PEOPLE WHO LOVE BIKES, and DRIVESHARE BY HAGERTY are registered or common law trademarks of The Hagerty Group, LLC. ©2018 The Hagerty Group, LLC.

"I have already contacted my local dealer."

Honda Super Cub

There's a reason that a brand-new Case pocket knife looks almost identical to the first one that wore the badge in 1889, and a reason that a modern Telecaster is very hard to spot in a pile of vintage Fender guitars — it's because somebody got it right the first time around. The same holds true for the design of the 2019 Honda Super Cub C125 ABS (finally bound for the U.S. in January!), which is the twin sister of the little bike that debuted in 1958. It was, and is, one of the biggest smash hits of all time. The design worked then, and it works now. And talk about a "classic," in continual production, with modest updates, for 60 years running. Sold in over 160 countries, produced in 15, the mighty mite has sold over 100 million units — the most of any motor vehicle in history. And I am all in, I tell ya. A lot of great new motorcycles have come down the pike in recent years; this is the one that I am most excited about. I live in East Nashville, and I see a lot of small, vintage motorcycles, scoot-

ers, and mopeds around here, including a Super Cub occasionally. And maybe it's my imagination, but it sure looks like the rider is always having a good time. Practical? How about nudging 100mpg, and an engine that you just can't kill. Cool? It is to me. I have already contacted my local Honda dealer about putting a hold on a new one. I'll let you know how she goes, after a good breaking in. And heck, all you have to do is ask, and I could write a piece about Cubs old and new. A good story waiting to happen, eh? Super great magazine, by the way.

Brian Reed/via email

We couldn't agree more, Brian. Turn to Page 11 for more on the new Super Cub. — Ed.

Japanese coverage

In Manuel Beltran's letter in the July/August 2018 issue, he advised he was cancelling his subscription to MC due to its lack of coverage on Japanese machines. Well, in this very issue, there's a Yamaha Seca 400 on the cover, *On the*

Radar featured the 1986-1987 Suzuki GSX-R750 with contenders 1985-1991 Yamaha FZ750 and 1986-1989 Honda VFR750F, a six-page article on the cover subject Yamaha Seca 400 with 12 photos, an article on the Hill Country Motorheads Vintage Museum with four photos of vintage Japanese bikes, and the feature *Escape to TWALD* includes pics of a Kawasaki Z2 750 and KZ1000. On top of that, in *Keith's Garage*, all four questions addressed mechanical issues on — you guessed it — Japanese bikes: a 1976 Suzuki GT550, a 1982 Kawasaki KZ1000R1, a 1979 Yamaha SR500 and a 1973 Kawasaki 350 S2A triple. And last but not least, *Parting Shots* featured the Honda NS750. I also counted 11 ads in this issue either specializing in or featuring vintage Japanese bikes. I had to laugh at the irony.

Larry Glorioso/via email

Janus Gryffin 250

I enjoyed the article in the July/August issue about Janus' new model, the Gryffin 250, as it appears to be

RIDERS

Rider: Adrian Barb, Downingtown, Pennsylvania

Adrian's story: "I am one of your magazine's subscribers and I have to say that I love it.

"A while ago, I stumbled on a rather unique motorcycle, at least for the U.S. It was offered on eBay as an old BMW, but I knew exactly what it was, as I used to have the same one back in Romania when I was in my teens.

"It was a 1957 AWO 425 Sport, also known as a Simson Sport. I was surprised to see it on this side of the Atlantic as it was produced in the DDR and offered only to countries in the Eastern Bloc. It is a BMW replica, I would say, which is why it resembles a BMW R25 single. It was produced for five years in a quantity of 124,000, according to Wikipedia.

"I was very lucky that the seller was based in Phoenixville, Pennsylvania, just 15 miles away from where I live. I got the chance to go and see it before I bought it, and I was hooked because it was exactly like the one I had in Romania, including the color scheme.

"The bike was incomplete and with non-matching parts, but I won the bid and brought it home. It took me several years to get it in riding condition, but I was lucky because this bike has a 'cult' status in Germany. I found two companies in Germany who specialized in this motorcycle and with their help I got the bike where it is now.

"A few days ago, I got the chance to ride it for the first time and it felt great. I still need to do some adjustments but I am happy I was able to salvage this part of my youth."



Before (above) and after: Adrian Barb's Simson 425 Sport.



Thinking small

Your column on the size of motorcycles struck both classical and modern chords with me. I have ridden big BMWs for many years. My first motorcycle, acquired in 1967, was a 1966 BMW R60/2 (see photo). Years ago I rode 833-pound K1200LTs all over the United States. I still have 2015 and 2017 BMW R1200RTs, which weigh in at about 630 pounds each. I also have three 1967 R60/2s, which tip the scale to 460 pounds. They are much lighter than my big modern BMWs and I love riding them locally. Recently I was impressed with the 2018 BMW G310GS, which weighs only 373 pounds wet, nearly 300 pounds less than my RTs and 460 pounds lighter than LTs. Indeed, it would take both an R60/2 AND a G310GS together to weigh as much as one LT. The G310GS has a little bit more horsepower than my R60/2s. And it has other benefits: electric starter, soft 7-inch suspension, tubeless tires, modern ABS brakes, 12-volt electrics and an MSRP of around \$6,000. All good points. I ordered one. It has chain drive and a single-cylinder engine: I can adapt.

Jeff Dean/via email



quite a sturdy little ADV-type bike. If I am not mistaken, I believe that the Chinese-sourced engine is the same as used in Cleveland CycleWerks' (clevelandcyclewerks.com) range of 229cc bikes. The Lifan engine was derived from the earlier Honda CG125 and is quite unique in that it uses a single lobe cam to operate both the intake and exhaust valve in the 2-valve head. Normally, this arrangement might compromise valve timing, but CCW was able to set East Coast Timing Association records in 2012 at the Ohio Mile in Wilmington, Ohio, at speeds

in excess of 94mph using their hardtail Heist model. A story on CCW might make a nice follow-up article to the Janus piece. I have found a real home at your magazine after my two previous subscriptions completely changed their format.

V. Smith/via email

Norton memories

I enjoyed reading the Norton N15CS article in the July/August issue. My second motorcycle was one just like it. I obtained this motorcycle in a trade for a 1955 Thunderbird that I didn't have

a place for. My first motorcycle was a Bultaco 125 Sherpa S that had a power band of about 100rpm. It was not ideal for dirt riding and the Norton was tall and heavy and not much better. It was fine at lower speed but over 60 it would dislodge the fillings in your teeth.

I enjoyed the Norton for a year but succumbed to the urge for a real dirt bike and traded it for a 1969 Bultaco Matador, which I still own. I would like very much to have the Thunderbird and the Norton today.

Joe Jackson/Tryon, North Carolina

A large advertisement for Spectro Performance Oils. The background is a bright yellow with a large, stylized 'SPECTRO' logo in blue and yellow. Below the logo, the words 'Performance oils' are written in a smaller, yellow font. In the foreground, two bottles of Spectro oil are shown: 'Spectro Golden 4 Motorcycle Engine Lubricant SAE 10W-40' and 'Spectro Motorcycle Hypoid Gear Lubricant GL-5 SAE 80W-90'. To the right, a vintage motorcycle is parked on a dirt road. The text 'THE BEST OIL ON PLANET EARTH.' is written in large, bold, yellow letters. Below this, there is a small American flag icon and the text 'MADE IN THE USA'. To the right of the flag, the text 'Since 1966' is written in a cursive font. At the bottom, the website 'Spectro-Oils.com' and the phone number '800-243-8645' are listed, along with social media icons for Facebook, Instagram, and Twitter, and the handle '@SpectroOils'.

ON THE RADAR

The New Honda Trail 90

Woods Metal: 1966-1979 Honda CT90

The enduring appeal of Honda's small off-highway motorcycles stems from two factors: America's passion for playing in the dirt; and the remarkable versatility of the Honda Cub.

The story goes that in 1960, a single Honda shop in Boise, Idaho, was selling more Cubs than the entire dealer network in the Los Angeles, California, area. Honda distributor Jack McCormack discovered that the dealer was fitting trials tires on his C100s and reducing the gearing to suit offroad use. McCormack sent an example to Japan and the factory responded with the 1961 C100H "Hunter Cub" — although it was little more than a 50cc C100 Cub with the bodywork and front fender removed, and with offroad tires and a larger rear sprocket.

Honda got serious in 1964, introducing the CT200 with an 87cc overhead valve engine, 4-speed transmission, a bash plate and high-level exhaust. The rest of the bike was still definitely Cub. Removing the Cub's generous leg shield revealed the wiring harness, which the CT200 hid with a simple plastic wrap, and the air filter was still carried in the frame just below the handlebars. The CT200's main innovation, though, was the addition of a second rear sprocket, allowing for a change to the overall gearing — though the chain still had to be removed and replaced and adjusted accordingly.

The first CT90 Trail 90 "K0" of 1966 still looked like a stripped Cub, but with two important changes: the engine was now a single overhead cam design with an alloy cylinder head; and the hokey dual-sprocket arrangement was eliminated, replaced by a selectable reduction gear in the transmission, effectively giving



CT-90 K-1 SPECIFICATIONS	
Engine	4-stroke OHC, single cylinder
HP/rpm	7.0 @ 8,500
Weight	200 lbs.
Bore/Stroke	50 x 45.6 mm
Compression ratio	8.2:1
Fuel consumption	176 mpg @ 25 mph
Tire Size: front	2.75-17
rear	2.75-17
Trans/Ratios	8 speeds available
H	2.54; 1.61; 1.19; 0.96
L	4.74; 3.01; 2.22; 1.79
Tank capacity	1.6 gal.

© 1963 American Honda Motor Co., Inc. All specifications subject to change without notice.

The Honda Trail 90 has all the features desired by the outdoorsman. Large knobby tires and telescopic front suspension for better ride and handling in sand—and all over the backwoods. Unique adjustable altitude-compensating carburetor, to give peak performance from valley to mountaintop. Gearing for street or trail is changed with just the flip of a lever, thanks to the exclusive "Posi-Torque" feature. Eight-gear transmission. Automatic clutch. Step-through frame design, to get on and off quickly and safely. Chrome luggage rack, quiet USDA-approved spark arrester muffler and dual braking system are all standard equipment. The reliable Honda 4-stroke engine "compression brakes" for safety. **HONDA**

the CT an 8-speed gearbox. Honda called this feature "Posi-Torque." Selecting the lower ratio set required simply the flip of a lever on the transmission case.

The K0 retained Honda's centrifugal-clutch and semi-automatic transmission. In the absence of a clutch, the left side handlebar lever could be used to operate the rear brake. The only difference between the CT90's setup and a fully automatic moped was the foot-operated transmission. Neutral was also impossible to miss, being at the end of the gear selection (N-1-2-3-4). That made the CT attractive to novices and non-motorcyclists — Honda's target market. All you needed was a yearning to ride in the outdoors and a tank of gas.

As with other members of the Cub family, the CT90's frame was fabricated from steel pressings welded together to form the one-piece engine cradle, rear fender and rear suspension mounts. This was connected to the steering head by a large diameter steel tube, which was gusseted to the steering head with steel plates. The rear swingarm was similarly assembled from steel pressings.

ON THE MARKET

1969 Honda CT90/Sold for \$1,350

Proving their popularity when new, used Honda CT90s are still thick on the ground today, and they're still fairly affordable. We looked at the mountain states markets first, knowing their popularity there, but the best — and best priced — examples we found were on the West Coast. Project and/or parts bikes are typically listing in the \$250-\$400 range, but that seems money poorly spent when fully functional machines are listing for as little as \$600. The most expensive CT90 we found had an asking price of \$2,250, and the most interesting listing was for a "restored" 1971 model. Interesting because not only was it not restored, it was missing its seat. Go figure. We found this 1969 CT90 on Craigslist in Seattle, Washington, where it was posted for \$1,350, an average price for a good example. Looking very clean and sporting collector plates (usually a good sign; it suggests owner pride, which usually translates into better care), it showed a mere 2,187 miles on the clock, which is apparently about average, as the bulk of the clean bikes we found were in the 2,000-3,500-mile range. We only wished it had the optional "canteen" gas tank.



"The CT is a truly remarkable, not to say practical, dirt bike."

HONDA CT90

Years produced	1966-1979
Power	7hp @ 8,500rpm (claimed)
Top speed	60mph
Engine type	89.5cc (50mm x 45.6mm) air-cooled OHC single
Transmission	4-speed semi-auto, chain final drive
Weight/MPG	179lb (dry)/80-90mpg (period test)
Price then/now	\$275 (1966, est.)/\$800-\$2,000

Wheels were 17-inch running on 2.75 knobby tires with 4-inch single-leading-shoe drum brakes front and rear.

For 1969 the Trail 90 "K1" was tidied up, with a sturdy plastic cover now hiding the main frame tube, wiring and air filter, plus the unsuitable leading-link fork was dropped in favor of a telescopic fork.

Did the CT90 deserve the title "pack mule" given to it by *Cycle News* in 1973? *Cycle Guide* took one into the bush in 1979 and concluded that: "The 8-speed transmission gave the bike the stubborn agility of a mountain goat ... in fact, I cannot think of a

place it will not go." Comparing it to a horse, they said the CT90 "eats cheaper, won't throw you off on purpose, will carry more and is easier to load onto a trailer." Concluded British journalist Frank Melling, "This is not offroad riding as we currently understand the term. The CT is a truly remarkable, not to say practical, dirt bike."

The irony is that the CT90, based on a prosaic, durable and practical (but ultimately disposable) utility bike, will now command good money in the market. Especially prized are the early 1966-68 "K0" models. **MC**

CONTENDERS Offroad alternatives to Honda's CT90

1966-1967 Kawasaki J1TR/TRL 80

Introduced in 1966, the J1TR used a rotary-disc-valve intake system like the Yamaha Trailmaster. This fed the 81.5cc alloy head 2-stroke single, driving an unusual 4-speed transmission, also known as a "rotary shift." Gear selection went N-1-2-3-4-N, continuously! It was a setup that confused many first-time Kawi pilots.

The TR was intended for on/offroad use, though unlike its Honda competition it never acquired dual-range gearing. The engine attached to a pressed-steel spine frame running on 2.5 x 17-inch wheels with a telescopic fork at the front and a spring/damper controlled swingarm at the rear. The TR featured a high-level exhaust, knobby tires, sprung front fender and engine skid plate. Available from 1967 was Kawasaki's "Superlube" automatic oiling system, adding "L" to the model designation.

- 1966-1967
- 8hp @ 7,000rpm/56mph (est.)
- 81.5cc rotary valve air-cooled 2-stroke single
- 4-speed rotary shift, chain final drive
- 168lb (dry)/188mpg (factory ad)
- Price then/now: NA/\$800-\$2,000

As well as the TR/TRL, the J1 range included the base street model J1, the J1D with electric start, and the J1T touring. The J1s were replaced for 1969 by the 90cc G1 with slightly more power; and the 100cc D1.

1964-1969 Yamaha YG-T80 Trailmaster

The YG-T was based on a "conventional" street bike, the YG-1. Its pressed-steel spine frame formed the rear fender, located the engine and rear suspension, and connected to the steering head. Bolted to the frame was a rotary-valve 2-stroke engine with 4-speed transmission and (from 1965) Yamaha's Autolube automatic oiling system. The YG-T included off-highway features like braced handlebars, a bash plate and knobby tires, but retained the street YG-1's low-level exhaust.

For 1968, the YG-5T added a high-level exhaust with heat shield, the engine bash plate was now attached to two slender front frame tubes, 17-inch wheels (up from 16), electric start, and dual rear sprockets allowing the choice of a lower ratio gear set. But the Trailmaster never got an integral dual-ratio transmission like Honda's.

At just 140 pounds dry, the Trailmaster proved more than capable on dirt trails, but struggled on the street with its short gearing. The YG-5T's dual gearing helped with this issue — if you had time to change sprockets.

- 1964-1969
- 6.2hp @ 10,000rpm/41mph
- 81cc rotary valve air-cooled 2-stroke single
- 4-speed, chain final drive
- 140lbs (dry)/170mpg (claimed)
- \$367 (1964)/\$1,000-\$2,500



Colin Seeley at the Barber Vintage Festival, Honda Super Cub coming to the U.S.

Colin Seeley at Barber

The 14th Annual Barber Vintage Festival, the largest vintage motorcycle event in North America and attended by 70,000-plus enthusiasts in 2017, happens Oct. 5-7, 2018, at Barber Motorsports Park outside Birmingham, Alabama, with famed British builder Colin Seeley this year's Grand Marshal. A successful AJS dealer, Seeley raced sidecars in the late '50s and early '60s before moving into frame building. A huge fan of then-popular British singles, he bought all the tooling and spares for the overhead cam Matchless 350cc and 500cc singles (and the Norton Manx; he later sold those rights) after AMC closed its race shops in 1963. He started producing complete bikes in 1966, and his Seeley specials represented the very best in handling and were raced at tracks across the U.K., Europe and the U.S. He later produced frames to house Honda's CB750 Four.

Seeley will also be guest of honor at the Barber Museum's Friday night Motorcycles by Moonlight fundraiser, and we're anticipating his presence at the *Motorcycle Classics* tent during our Saturday Vintage Bike Show, which this year puts the spotlight on Triumph and BSA triples, with triples of all makes encouraged to join us. We'll award trophies in five categories, plus special awards for Best Triple and Editors' Choice. Barber restoration expert and former Norton employee Brian Slark will join us for judging.

This year's *Motorcycle Classics* technical seminars will be led by vintage Japanese motorcycle electrical specialist Rick Shaw from Rick's Motorsports Electrics, explaining what you need to know about vintage Japanese charging systems and how to improve them, and Race Tech Suspension's vintage suspension guru Matt Wiley, who will discuss the ins and outs of vintage motorcycle suspensions and how to improve them.

The *Motorcycle Classics* Sunday Morning Ride, sponsored by our good friends at Hagerty Motorcycle Insurance, also returns. The ride leaves our tent at 10 a.m., Sunday, and will take us on a fun, 35-mile run through the surrounding backcountry, including Alabama's "Mini-Dragon," a reference to North Carolina's famous Tail of the Dragon.

Racers will take to Barber's 2.3-mile track in AHRMA's National Historic Cup Roadrace Series, with vintage motocross, observed and cross country races happening in the surrounding fields and woods. The American Motor



Barry Schanberger took top honors for his 1968 Norton Fastback at last year's *Motorcycle Classics* Vintage Bike Show at Barber.

Drome Company's Wall of Death returns, as does the Globe of Death, and look for the Ace Corner at Turn 17, where you'll find a show within the show featuring café racers and custom builds. There will also be a Monster Energy Stunt Show, and KTM and BMW will host demo rides in Lot D.

Finally, Bonhams will host its first-ever auction at the Barber Motorsports Museum on Saturday. The featured lot for the auction is the second-ever Vincent Black Lightning, engine No.

F10AB/1C/1648. Built in 1949 for NSU factory racer Hans Störkle, the Vincent was converted to road trim in 1952, but is now in its original factory racing form. Read more about the bike on Page 35. No word yet on how many bikes will be offered, but given Bonhams' reputation for rare and significant motorcycles you can bet it will be an interesting sale.

We say this every year, and we mean it: If you can make only one event in 2018, this is the one. For more scheduling information and event updates visit barbermuseum.org and MotorcycleClassics.com/2018-Shows



Racer and builder Colin Seeley is this year's Grand Marshal.

Honda brings back the Cub

It's official: Honda is bringing the new Honda Super Cub to the U.S. in 2019. Powered by the same air-cooled, 125cc overhead cam single used in the Grom, the new Super Cub C125 ABS is a visual direct descendent of the original Super Cub. First introduced in 1958, the Super Cub is the most popular motorcycle or motor vehicle of any kind in history, with production over the past 60 years totaling more than 100 million units built in 15 countries.

The importance of the Super Cub to Honda's fortunes can't be underestimated. An immediate success when it was brought to the U.S. in 1959, it was the little bike that could, inspiring the launch of Honda's famous "You Meet the Nicest People on a Honda" advertising campaign, which has been credited with helping shape American attitudes about motorcycling in the 1960s. As Honda's fortunes in the U.S. grew, however, the Cub became less important to its U.S. sales and it was dropped

from the U.S. lineup after 1973.

While the new Super Cub shows its heritage well, it's a thoroughly modern machine. The Super Cub uses an electronic fob instead of a traditional key — complete with an alarm function — and standard features include a front disc brake with ABS, electronic ignition and digital fuel injection. The transmission is a 4-speed, with an automatic centrifugal clutch, just like the original. Honda has chosen to equip the new Super Cub with only a 1-gallon gas tank, which seems small on first blush but is probably more than adequate given the bike's 240-pound curb weight: if past Cubs are any indication, the new Super Cub should get 80-100mpg. Honda will offer the new Super Cub in a single color for 2019, Pearl Niltava Blue, but we'd expect to see that expanded if the bike performs well. List price is \$3,599 and it comes with a 1-year, unlimited mileage warranty. More info at powersports.honda.com



Honda's new Super Cub is coming to America in 2019.

Number One in Italian motorcycle parts!

39,000 different parts always on stock for Moto Guzzi & Ducati from 1970 on

www.stein-dinse.com



Our hot tip!

A must-have for any garage and V7-driver!



Only to buy here

△
Assembly stand V7 Cafe, Racer, series I - III
Part no. 500512112

New in!



Parts made by

KBIKE

Special parts & accessories for your Italian love!

OUR LOCAL PARTNER:



601 Ogden Ave,
Albany, WI. 53502 USA

+1 608-862-2300
info@mgcycle.com

Your Contact • Benedikt Viro • 0049 531 123 300 41 • bviro@stein-dinse.com

FULLSILH
complete professional service

moto
m.gadget

AKRAPOVIČ

Unibat

DELLOREO

DUKABIKE

brembo
official partner

sf SPRINT FILTER

MISTRAL
MOTORCYCLE

AKZ engineering

rizoma

ENVE RACING

UFI FILTERS

STEIN DINSE
www.stein-dinse.com



Stein-Dinse GmbH • Waller See 11 • 38179 Braunschweig / Schwuelper • Germany

BATHTUB TRIUMPH





1960 Triumph 5TA Speed Twin

Story by Greg Williams

Photos by Jeff Barger

In the late 1950s Triumph was one of the most popular brands in America. For that reason alone it makes sense that a Triumph would have captured Gary Athey's attention, but it was his choice of model that proves interesting.

"I grew up near Green Bay, Wisconsin, and was riding when Triumphs, BSAs, Nortons, Harleys and Indians were popular," Gary explains. "All of my friends had those bikes, and they were a dime a dozen; you could see them all over the place. No, what I really liked was the look of the bathtub Triumph, and you didn't see very many of them around."

Styling misfire

Triumph's Edward Turner initiated the design theme of the bathtub rear metal enclosure and the deeply valanced front fender. First seen early in 1957 on the 350cc 3TA "Twenty One," the conservative styling was then introduced for the 1959 model year on the 500cc 5TA "Speed Twin." It didn't go over very well here in the U.S.

According to *Triumph Motorcycles in America* co-authors Lindsay Brooke and David Gaylin, the bathtub design was met with disdain, and dealers had to contend with the bodywork into the mid-1960s. "Turner's failure to accept America's love of the 'naked' motorcycle cost Triumph incalculable lost sales in its biggest market," Brooke and Gaylin note in their recently revised and expanded book. They continue: "Many U.S. dealers had to remove the factory-fitted bathtubs from the 500s and 650s just to sell the motorcycles. This was especially true in sunny, dry California, where dealers often stripped the bathtubs as soon as they uncrated the motorcycles. At the larger dealerships, including Bud Ekins' shop in Sherman Oaks, it wasn't uncommon to find piles of bathtub enclosures stacked up behind the shop." In 1959, American East Coast distributor the Triumph Corporation, or TriCor for short, released their dealer catalog announcing Triumph's lineup. In it, TriCor refers to the new 5TA as the Speed Twin Streamliner.

"A completely new 30.5 cu. in. (500cc) OHV 'over-square' vertical twin engine 69mm bore x 65.5mm stroke model replacing the earlier version Speed Twin, and embodying a new conception of comfortable, clean and modern motorcycling," TriCor's copywriter wrote of the Speed Twin. "Provides high performance with turbine-like smoothness and exceptional mechanical silence with extremely easy starting and proven reliability."

Of the bathtub bodywork, TriCor said, "The enclosed streamlined rear seat sets a new standard of cleanliness for rider and passenger alike. Extremely generous front fender is employed and the whole machine is of modern advanced design, beautiful appearance, low comfortable seating position, most economical to operate and easy to keep clean. This fine new Triumph model looks to the future and will appeal not only to experienced motorcyclists but to newcomers to the fun and economy of motorcycling."

From Tiger to Speed Twin

It was a different look for the Speed Twin model, which was first introduced in July 1937. But the Speed Twin wasn't the company's first twin. In 1913, Triumph developed an experimental 600cc side-valve vertical twin engine that never saw production.

In the 1930s, Triumph designer Val Page created the parallel twin 6/1. It was in the company's catalog from 1934 to 1936 before motorcycle magnate Jack Sangster, who also owned Ariel, purchased Triumph and in 1936 installed Edward Turner as chief designer and managing director.

Turner's first exercise at Triumph was to dress up three Page-designed overhead valve single-cylinder machines, creating the 250cc Tiger 70, 350cc Tiger 80 and 500cc Tiger 90. These motorcycles had a definite sense of style, and were equipped with polished alloy primary chain cases, chrome-plated gas tanks with silver-sheen painted panels, and purposeful, high-level exhaust systems. The engines were housed in rigid frames driving a separate transmission and were equipped with girder forks.



1960 TRIUMPH 5TA SPEED TWIN

Engine: 490cc air-cooled OHV parallel twin, 69mm x 65.5mm bore and stroke, 7:1 compression ratio, 27hp @ 6,500rpm

Top speed: 90mph (est.)

Carburetion: Single Amal 375/35 Monobloc

Transmission: 4-speed, chain final drive

Ignition: 6v, coil and breaker points ignition

Frame/wheelbase: Single downtube cradle, mild steel lug and braze with bolt-on rear subframe/52.75in (1,340mm)

Suspension: Telescopic fork front, dual shocks rear

Brakes: 7in (178mm) SLS drum front and rear

Tires: 3.25 x 17in front, 3.5 x 17in rear

Weight: 341lb (155kg)

Seat height: 29.25in (743mm)

Fuel capacity: 3.5gal (16ltr)

Price then/now: \$885 (per 1959 TriCor dealer catalog)/\$6,000-\$15,000

With the Tigers complete, Turner began a new project and sketched out a twin-cylinder engine with a vertically split crankcase housing a single, central flywheel. The 498cc engine featured 63mm bore by 80mm stroke and had its crankpins "in line," with both pistons rising and falling simultaneously. The cylinders fire alternately, with power impulses spaced evenly at 360 degrees. Early Speed Twin engines were fitted with a six-stud cast iron barrel. The cylinder head was also cast iron, with separate alloy boxes housing rockers and valve adjusters. Camshafts sat high in the crankcase and were gear driven through an idler gear turned by a crankshaft pinion gear in the right hand timing chest. Separate pushrod tubes ran fore and aft of the cylinders, and ignition was supplied by a combo magneto/generator





mounted on a cast platform at the rear of the engine.

The 5T Speed Twin was born when Turner placed this parallel-twin engine into the heavyweight Tiger 90 single-cylinder frame, with cycle parts painted Amaranth Red. A popular seller, the Speed Twin was updated with a new eight-stud cylinder design before production stopped in 1940 due to World War II. When the Speed Twin returned in 1945 for the 1946 model year it was updated with hydraulic forks, the generator was moved to the front of the engine and the magneto gained automatic ignition control.

Triumph continued producing the Speed Twin with minor variations in design, introducing the optional sprung-hub rear suspension system in 1947 and an enclosed headlight with a nacelle in 1949. In 1953, Triumph gave the Speed Twin an alternator for power generation and the engine cases were altered to delete the generator. In 1955 Triumph finally brought swingarm rear suspension to its range and the Speed Twin was so equipped. In 1957, new tank badges were installed, as was a full-width, 7-inch cast iron front brake hub.

And that brings us to 1959 when Triumph brought out the 5TA Speed Twin, based on the unit-construction platform of the 350cc 3TA. The 490cc engine of the 5TA featured a much shorter stroke than the origi-

nal Speed Twin and had unitized construction, with the transmission mainshaft, layshaft and gears carried in a cavity cast into the rear of the alloy engine crankcases.

The front and rear wheels of the 5TA were the same size as those on the 3TA, 17 inches in diameter each, and 2 inches smaller than the 19-inch wheels found on the Speed Twin of the previous year. And the Speed Twin was no longer Amaranth Red — the TriCor catalog lists the color as Continental Red, a deep ruby hue. Triumph persisted with the bathtub enclosure until 1964, when an abbreviated “bikini” version appeared that lasted a single year, through 1965. By 1966, the Speed Twin was once again naked, but the model was at the end of its road and the 5TA was dropped. There were, however, other 500cc Triumph models available, including the Tiger T100 followed by the sporty Daytona models of the late 1960s and early 1970s.

Finding a bathtub

And that brings us back to Gary's 1960 Speed Twin. Obviously, Gary likes something a little unusual, and says his riding career started when he was about 8 years old aboard a Whizzer-powered bicycle. His dad ran an automotive machine shop in Green Bay, Wisconsin, called Athey's Garage, so Gary was no stranger to engines and gears. He says in his



Owner Gary Athey meticulously rebuilt and detailed the 490cc engine of his 5TA.



Gary Athey's also restored a 1958 Triumph 3TA, which lives in his collection with his 1960 Triumph 5TA Speed Twin (right).

early riding days, he could buy a 1930s Harley-Davidson for \$35, fix it and ride it, but he always wanted a bathtub Triumph.

He didn't get one until early 2012. That's when he asked Randy Baxter of Baxter Cycle (baxtercycle.com) in Marne, Iowa, to help him find one. "The bathtub Triumph turned me on, but they were really hard to find in complete condition," Gary says.

Randy found the 1960 bathtub Speed Twin in Arkansas, where the seller had picked up the Triumph with the intention of simply flipping it. As a result, nothing is known of the bike's previous history, but the most important thing to Gary was that it was all in one piece and the rear enclosure was in place. "I've been attending motorcycle swap meets for years and I've never seen a bathtub — on its own — for sale," Gary tells us. "This Triumph was worn out, and was just a plain, old, tired machine. But I don't like to buy anything in a basket, so it was ideal. I like to make my motorcycle projects as perfect as I can, and will always look for new-old-stock parts to make them that way."

For this Speed Twin, Gary had a tremendous amount of help from Randy at Baxter Cycle, who had or found many of the new-old-stock (NOS)

components required to bring the machine to the level it's at now. Included on that list of parts would be the 17-inch

rims, correct spokes, fork tubes, wiring harness, taillight, headlight, seat, Smiths speedometer and all of the replacement rubber parts. If something wasn't NOS, such as the exhaust pipes and mufflers, it had to be near perfect for Gary to accept it.

As Gary proceeded with restoration he found no surprises. The frame was straight and true, with no cracks or previous repairs. The forks were good, but were rebuilt with NOS tubes and all new internal components. Original front and rear wheel hubs were cleaned and painted red before new bearings were installed and the NOS rims and spokes laced into position with Avon tires finishing the wheels.

Bodywork was minimal, as there were no major dents requiring attention. As a matter of course, however, Gary properly cleaned the inside of the gas tank and lined it for protection. "I've used two or three different brands over the years," Gary says of tank lining products. "I've never had trouble with any of them, and if somebody does I'd suggest it's because the tank wasn't cleaned as well as it should have been."



WIN TICKETS TO THE 14TH ANNUAL BARBER VINTAGE FESTIVAL!



14th
ANNUAL
BARBER VINTAGE FESTIVAL
OCTOBER 5-7, 2018



Motorcycle
CLASSICS

WIN THIS WEEKEND FOR TWO VALUED AT \$550!



Win a weekend for two! Winners will get a pair of passes to the 14th Annual Barber Vintage Festival Oct. 5-7, 2018, in Birmingham, Alabama.

The prize package also includes passes to the Barber Vintage Motorsports Museum and two nights' lodging.

**ENTER FOR YOUR CHANCE TO WIN ONLINE AT
WWW.MOTORCYCLECLASSICS.COM/BARBER-TICKETS-2018**

No purchase necessary. A purchase will not increase your chances of winning. Open to legal residents of the United States or Canada (excluding Quebec, where the promotion is void). Entrants must be 18 years of age or older. Sweepstakes begins 5/15/18 and ends 8/21/18. See official rules online at www.MotorcycleClassics.com/Barber-Tickets-2018 | Sponsor: Motorcycle Classics, 1503 SW 42nd St, Topeka, KS 66609

Limited
quantity
available!

Check out these classic T-shirt designs featuring the BMW R90S, Norton Commando, Kawasaki KZ1000, and more!

All of our long-sleeve and short-sleeve charcoal T-shirts are 100% preshrunk cotton with white graphics.

Promo Code: MMCPAIZ4

Motorcycle
CLASSICS

T-SHIRTS LOWEST PRICE EVER!



SHORT SLEEVE.....\$7.99 (WAS \$14.95)

LONG SLEEVE.....\$11.99 (WAS \$19.95)

Call 800-880-7567 or order online at
www.MotorcycleClassics.com/Store

Paint and more

All the red parts on the Speed Twin, including the frame and associated brackets and stands, hubs, fork lowers, headlight nacelle, chain guard, brake pedal, gas tank and the bathtub, were painted by Gary's friend John McHugh.

Where Gary likes to spend his time is in the engine, because that's his area of expertise. Gary bought his dad out of Athey's Garage in 1970, and although now retired, he still likes to perform all of his own machining. When he disassembled the top end of the Speed Twin engine he found it had plus-0.020-inch pistons.

Gary cleaned up the crankshaft and turned the journals to accept new shell bearings. He sent the connecting rods to Baxter, who had the big ends "cleaned up" to bring them back into spec. Gary fit and honed new small end connecting rod bushes before reinstalling the complete assembly in the crankcase, with fresh crankcase bearings.



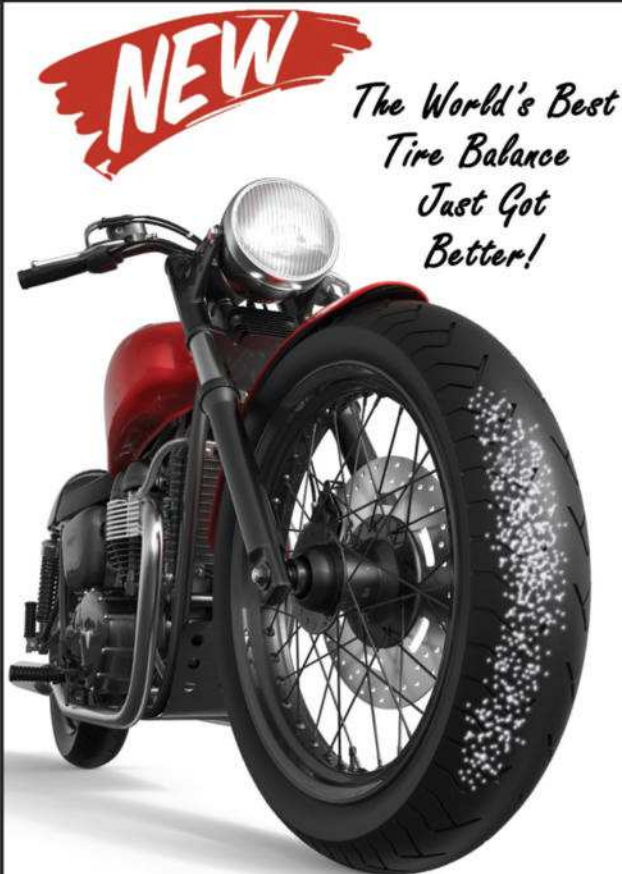
Gary Athey and his lovely Triumph 5TA.

The cylinders could have been lightly honed and new rings installed on the existing pistons, but Gary bored it to plus-.030 inch, using NOS oversized pistons and rings from Baxter Cycle. Gary re-cut the valve seats in the alloy cylinder head and finished it with fresh valve guides, valves and springs — all NOS, of course.

Into the freshly painted cycle parts Gary installed the meticulously detailed 490cc engine, using the Triumph hardware that he'd cleaned and had either cad-

mium or chrome plated, as per original. New-old-stock ignition points and coils were used in the rebuild, too, as Gary doesn't like to veer from factory specifications. Remarkably, he says it was a straightforward restoration, with no surprises.

The 5TA is in his personal collection, and while it satisfied Gary's itch for something different, it's been joined by its smaller sibling and bathtub-wearing 1958 3TA, which has also been similarly restored. "The bathtub Triumphs caught my attention all those years ago, I enjoy having them around now." **MC**



*The World's Best
Tire Balance
Just Got
Better!*

Counteract
Ready-Balance Tubes

Introducing
Counteract Ready-Balance Tubes,
the first all in one tire & complete wheel
assembly balancing inner tube for
motorcycles. Counteract's new inner tubes
come pre-loaded with
Counteract Balancing Beads!

No wheel weights, No Hassle, Just Ride.



visit www.bikebeads.com for more information

COLLECTORS' MOTORCYCLES AT THE BARBER MUSEUM

Birmingham, Alabama
Saturday October 6, 2018

COMPLIMENTARY AUCTION APPRAISAL

Visit bonhams.com/motorcycles
to submit a complimentary
auction appraisal request.

CATALOG

+44 (0) 1666 502 200
subscriptions@bonhams.com

INQUIRIES US

Craig Mallory
+1 (323) 436 5470
craig.mallory@bonhams.com

Andrew Barrett
+1 (323) 436 5450
andrew.barrett@bonhams.com

David Edwards
+1 (949) 460 3545
david.edwards@bonhams.com

Tim Parker
+1 (651) 235 2776
tim.parker@bonhams.com

UK

James Stensel
+44 (0) 20 8963 2818
james.stensel@bonhams.com

Europe

Ben Walker
+44 (0) 20 8963 2819
ben.walker@bonhams.com

CONSIGNMENTS INVITED



2nd example built, history from new
1949 VINCENT 998CC BLACK LIGHTNING
\$400,000 - 500,000 *

Bonhams

International Auctioneers & Appraisers – bonhams.com/barber

©2017 Bonhams & Butterfields Auctioneers Corp. All rights reserved. Bond No. 57BSBGL0808

* For details of the charges payable in addition to the final hammer price, please visit bonhams.com/buyersguide



QUAIL 2018

Customs and cafés

Story and photos by Richard Backus

A 1913 Flying Merkel Twin won Best of Show at The Quail Motorcycle Gathering, held May 5 at The Quail Lodge in Monterey, California. Wearing the famous orange livery for which Merckels are known, the 1913 twin belonging to Douglas and Marian McKenzie was a standout among the 350 spectacular machines on display for the 10th anniversary of what's become the most prestigious vintage motorcycle event in the U.S.

The Quail showcases some of the most beautiful and historically important motorcycles ever to roll on two wheels, but it's not just about vintage bikes. This year's four featured classes included bikes from the private collection of famed builder Arlen Ness, electric motorcycles, vintage and contemporary café racers, and a special nod to the Ducati Monster, now celebrating its 25th year.

The selection of machines on display was truly eclectic, including rotary-powered bikes from Hercules, Norton and Suzuki, with two perfectly preserved RE5s on hand. The Japanese presence was strong, as was, predictably, the English, with at least a half dozen Vincents lined up on the British section of the lawn.



Arlen Ness displayed his 1947 H-D EL Knucklehead, "Untouchable."

The annual Design and Style Award went to Tony Prust and Analog Motorcycles for Tony's spectacular 1968 Ducati 250 custom, while Jackson Burrows nabbed the Industry Award for his incredible 1960 Harley-Davidson Super 10, its pedestrian 2-stroke H-D roots barely discernible after having been transformed into a piece of two-wheeled art.

Clyde Crouch won both the Spirit of the Quail Award and HVA Preservation Award for his 1920 ex-Burt Munro streamliner, made famous in the 2005 movie *The World's Fastest Indian*, and Siobhan Ellis — dressed in a period Star Trek-inspired outfit — took the Extraordinary Bicycles/Scooter Award for a 1969 Lambretta Vega, a futuristically styled scooter that flopped on the market. Honda's little CT70, beloved by young aspiring riders across the U.S. back in the day, got its just due, Steve Mast's perfect 1971 model taking

the AMA Motorcycle Hall of Fame Heritage Award.

An estimated 3,000-plus enthusiasts made the trek for the annual event, which also included a special Friday ride to Laguna Seca for a lap of the track for those lucky enough to sign up in time. Amazing motorcycles and a beautiful location, it really doesn't get much better than this. The 2019 event is scheduled for May 4. **MC**

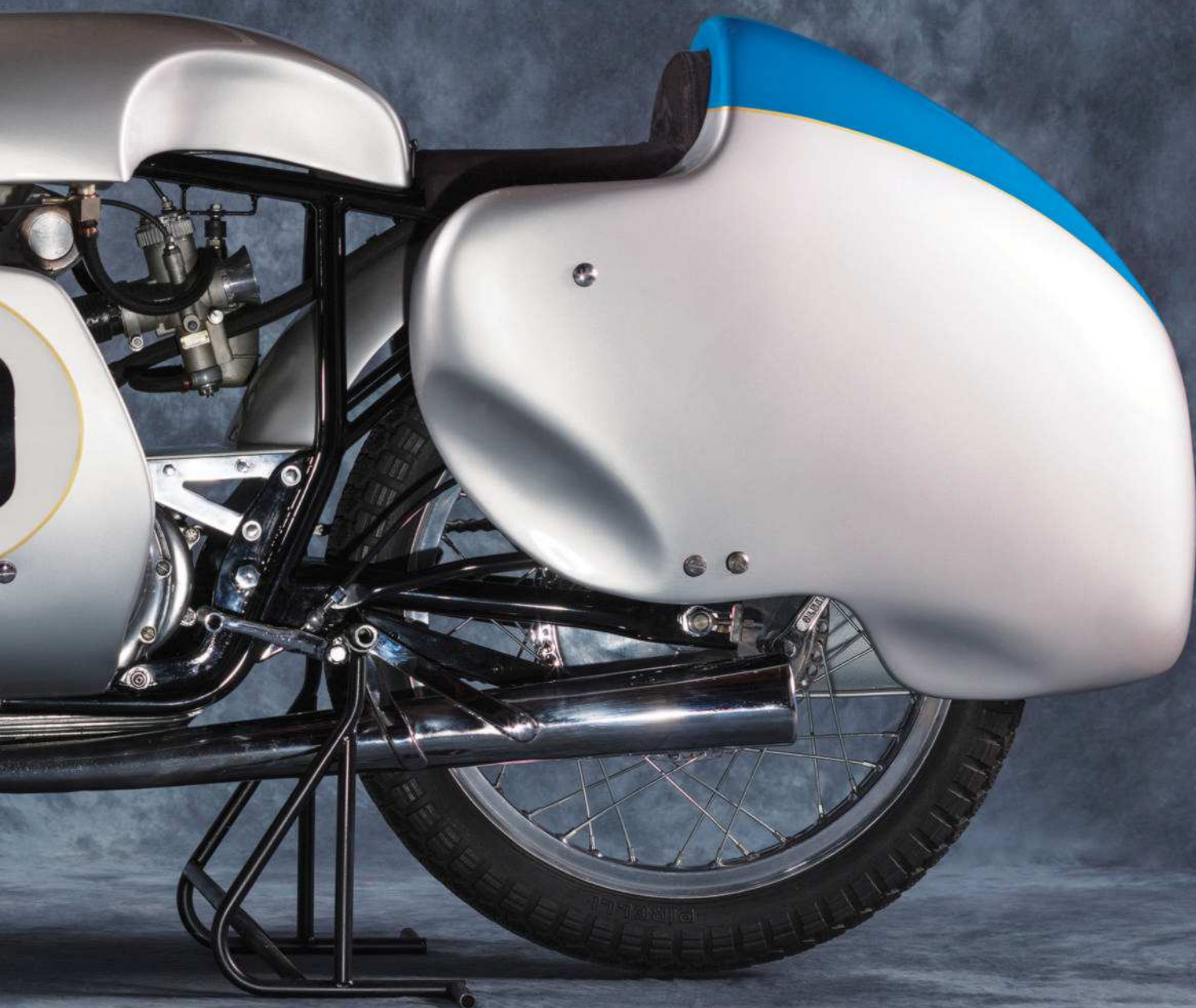


Main image on facing page: First-time builder Jackson Burrows brought his heavily customized 1960 Harley-Davidson Super 10, which took this year's Industry Award. Clockwise from left: Best of Show went to Douglas and Marian McKenzie for their 1913 Flying Merkel Twin; a 1975 Hercules W2000 rotary from the Stephen Haddad collection; beautiful Norman Hyde Harrier; Mike McGeachy rode his 1966 Ducati 250 café to the show — his father bought the bike new; Tony Prust of Analog Motorcycles took home the Design and Style Award for his 1968 Ducati 250 custom; Robert Ives' perfectly restored 1958 Ariel Square Four fronts a row of Vincents; Craig and Shirley Horner's 1956 H-D KHK.



GUARDIAN ANGEL

The architect and
the motorcycle



Story by Hamish Cooper
Photos by Phil Aynsley

Two hipster skateboarders interrupt their “kick turns” with a “tail stop” as they sight something they’ve never seen before.

The setting is the crowded, semi-industrial neighborhood South of Market in San Francisco, California, a city that has had a reputation of “anything goes” since the end of World War II. In this area street-skaters are as welcome as collectors

of vintage motorcycles, so it’s not unusual to see both on the street at the same time.

However, today is different. The sight is a genuine Grand Prix winner being pushed across a pedestrian crossing. The skaters reverently place their boards under their arms and a meeting of two subcultures takes place.

Later, the man with the Grand Prix 250cc machine that won last year’s Quail Motorcycle Gathering explains: “Of course they had never heard of the Mondial marque, but they were enthralled by its beauty and fascinated by its design. Skateboarders are typically interested in speed as well as industrial design as it applies to their boards. They tend to

be non-conformist and enjoy taking risks, pretty much the same as motorcyclists! So, those guys 'got it' and it was a special meeting of two related subcultures who have an innate understanding of each other's motivations."

Man of Mondial

An architect specializing in designing award-winning houses of worship, John Goldman is the unlikely guardian angel of Mondial. Goldman is neither a typical motorcycle collector nor a typical architect. He probably knows more about Mondials than any other non-Italian person, and certainly has the most significant, if not the largest collection of this Italian marque anywhere in the world.

Goldman's designs for houses of worship have won awards as well as quadrupling church membership, clearly a case of "build it and they will come." His mission is to make religious buildings more relevant to today's busy and preoccupied society using the power of architecture.

From simple places of worship, all the way up to synagogues, temples and cathedrals, Goldman's work embraces



Behind the fairing lives the beating heart, a double overhead cam 250cc single with a bevel-gear-type head.

most faiths, but he has one unwavering belief when it comes to motorcycles: the beauty of Mondial.

"I remember the first time I saw a photo of a Mondial Grand Prix race bike, in one of my books on Italian racing motorcycles," he says. "I was simply stunned, thinking it was one of the most beautiful motorcycles I had ever seen. At that time, I had never seen a Mondial motorcycle in the U.S., but I was determined to learn what I could about them and then buy one in Italy, if possible."

He certainly began at the top, starting his collection in 2001 with racing Mondials. Only later did his interest extend to road models as he learned more about the company's long history.

Looking back

It's well known that current Italian motorcycle manufacturers, such as Ducati and MV Agusta, are driven by racing success. What often isn't acknowledged is that F.B. Mondial pioneered the postwar Italian passion for 125cc Grand Prix racing.





This little company dominated the early years of the 125cc world championship with a sophisticated double overhead cam 4-stroke racer in a period when most of its Italian rivals campaigned simple 2-stroke engines. When other companies changed to 4-stroke engines, several adopting aspects of the Mondial design, Mondial still led the way and filled the grids.

On the track

The company was founded soon after World War II by the Boselli family, which had manufactured 3-wheeled FB (Fratelli Boselli) delivery vans in the 1930s. The Mondial logo first appeared on a motorcycle in 1948.

Mondial won the inaugural 125cc Grand Prix world championship and constructors' title in 1949 with five machines in the points table's top 10. Works rider Bruno Ruffo repeated Nello Pagani's effort in 1950, with Mondials filling the top three places and winning the constructors' title with three times the points of their nearest rival. Carlo Ubbiali led another points podium sweep in

1951 along with another constructors' title.

Mondial was finally eclipsed by MV Agusta in 1952, but made a brilliant comeback in 1957 when Tarquinio Provini won the 125cc championship (and Mondial the constructors' title) and Cecil Sandford led a points podium sweep in the 250cc championship (and the constructors' title). The company then joined Moto Guzzi and Gilera in withdrawing from GP racing, returning in the 1960s with 2-strokes.

But such was the strength of its original design that Mondials were raced for several more years by privateers. The most famous was a young Mike Hailwood, who won the British 250cc championship in 1959 and finished fifth in the world.



The deep cutouts in the tank aided the rider in tucking behind the fairing. And they look cool.

On the road

Mondial road bikes were closely based on its racers, not a surprise as the company competed in both the Giro d'Italia and Milano-Taranto, Italy's popular endurance road races of the 1950s. Two events that took place in the 1950s underline Mondial's place in world motorcycle history.



The hand-beaten aluminum dustbin fairing and seat fairing were finished and painted in California after the bike was restored in Italy.

RC51 engines for a new incarnation of Mondial, the Piega 1000. For such a small company F.B. Mondial punched far above its weight.

Living history

Goldman's mission is to preserve Mondial's history and safeguard its heritage. Sadly, the knowledge he has acquired has convinced him that many Mondial Grand Prix bikes in collections are probably replicas and/or fakes.

"There are far more 1957 Mondial 250 Grand Prix Bialbero [twin cam] bikes in the world now than were ever produced by Mondial," he says. Mondial kept almost all its ex-Grand Prix bikes at

the factory until 1977 before three Italians pooled resources to buy them. Around 2001 one of this trio put most of them up for sale and two businessmen-collectors, one in the U.K. and one in Italy, bought them. "I know them well and have done a lot of business with both of them," Goldman says. "Mondial Grand Prix bikes which did not come from the original collection may or may

the factory until 1977 before three Italians pooled resources to buy them. Around 2001 one of this trio put most of them up for sale and two businessmen-collectors, one in the U.K. and one in Italy, bought them. "I know them well and have done a lot of business with both of them," Goldman says. "Mondial Grand Prix bikes which did not come from the original collection may or may

Jewels in John Goldman's Mondial collection



1951 125cc double overhead cam (Bialbero) Grand Prix Racer

This is the actual motorcycle raced by Carlo Ubbiali to win the 125cc Grand Prix World Championship in 1951. It is 100 percent original, unrestored and correct. It was also the Best of Show winner at The Quail Motorcycle Gathering in 2015. Ubbiali was the most successful Grand Prix racer of all time in the 125 and 250 classes. His 1951 World Championship was the first of his nine world titles and the only one he won on a Mondial. A radical machine for its time, this double overhead cam 125cc 4-stroke weighed less than 200 pounds and was more powerful than its 2-stroke rivals, eventually making them obsolete. The engine's overhead cams were driven by a short vertical shaft and bevel gears and it had a "monobloc" crankcase cast as a single piece. It resembled a tube with open sides, rather than the more conventional arrangement of two halves split vertically or horizontally.

1957 175cc GS (Gran Sport)

This single overhead cam, street-legal racer was designed for the Formula III series of Italian road races. It is the rarest and fastest 175cc street-legal bike Mondial ever produced. In very good and unrestored condition, it is an authentic Mondial 175 Gran Sport. "All other Mondials I have seen described as 175 Gran Sports are not; they are 175 Sports," Goldman says.



not be real Mondial Grand Prix bikes. I currently own 25 Mondials [race bikes and road bikes] and have owned and sold another 13 Mondials over the years."

The significance of Goldman's work was proven when his completely unrestored ex-Ubbiali 1951 125cc Grand Prix Bialbero won Best of Show at the 2015 Quail Motorcycle Gathering. At last, the world was prepared to recognize how important originality is in preserving the history of motorcycling. Goldman followed this up in 2017 with his ex-Provini 1957 250cc Grand Prix Bialbero (the Italian word for "twin cam") winning Best of Show at the 2017 Quail.

This was Provini's bike since it has a bevel-gear-type head, an engine version that Provini preferred and only he raced. He finished second to teammate Cecil Sandford, with Sammy Miller



Tarquinio Provini and the Mondial 250 at the Coppa d' Oro race at Imola in April 1957.

third. They used a newer version of this engine, but Provini preferred the 1956-spec with bevel drive rather than a vertical stack of gears. He believed it was more reliable. Gearbox options were 5, 6 or 7 speeds, but Provini raced it most frequently with a 6-speed box. The bike has frame and engine number 250-1. This means it is probably the first 250cc single cylinder Mondial Grand Prix bike constructed for the company's return to racing.

It is considered the most correct Mondial 250 Bialbero in the world, and its restoration took 10 years in Italy. Final work, including revisions to the hand-beaten aluminum dustbin and seat fairing, new paint on the fairings and mechanical sorting, was completed in Northern California.

"My 1951 Mondial 125 Bialbero Grand Prix bike, 1951 Mondial

1958 250cc Sport

One of only 11 produced, it was bought from Gianni Perrone, former racer-turned-author of a Mondial racing history book. This bike was raced by him in the late 1950s and has since received a full concours restoration to its original street configuration.



1959 200cc Comfort

An extremely rare model designed for touring, this was Mondial's idea of what the American market wanted. However, the Comfort never went into full production and this is likely one of only a few surviving prototypes.

1960 175cc Sprint

Fully restored and from the last year of Mondial's 175cc production, the Sprint is not what it seems.

Instead of the race-derived overhead cam design, it has a relatively simple overhead valve engine. Although strictly a street bike, it has more than a hint of the go-fast ethos of the time, including a deep crankcase sump with cooling fins, low handlebars and a race-style seat.





John Goldman wheels the ex-Provini 1957 Mondial 250 GP through the South of Market neighborhood in San Francisco, California.

125 Monoalbero factory team bike, 1957 Mondial 125 Bialbero Grand Prix and 1957 250 Grand Prix Bialbero bikes come from the original factory collection," Goldman says. The 2017 Quail winner was painstakingly restored in Italy, with Goldman coordinating the work more than 10 years after he had bought it. This involved frequent visits to Italy, often coinciding with his visits to historic churches for research and inspiration for architectural projects. Giancarlo Morbidelli did the mechanical restoration and Roberto Totti, near Bologna, undertook the cosmetic restoration and assembly.

"After the bike arrived here in the U.S. I did additional work to it, including making revisions to the front dustbin and rear seat fairings to make them 100 percent correct," Goldman says. "When it comes to restoration, I am a fanatic about 'correctness' and originality. I restore the bikes to the state they were in when they left the factory."

Saintly pursuit of perfection

Goldman is obsessive about avoiding over-restoration, and will not update anything in an attempt to make a motorcycle function better for modern day riding. "My philosophy in motorcycle restoration is the same as I employ in the restoration of historic buildings such as churches," he says. "For my work on historic buildings, I research the original materials, study period photographs and historical literature, and peel back layers of paint to find the original colors, finishes and materials."

"The process is much the same as restoring a historic motorcycle, while the goal is identical: to put the building, or the motorcycle, back to the condition it was in when it was first constructed or when it first left the factory. History must be preserved for future generations; history must not

be destroyed. Incorrect restorations, whether of buildings or motorcycles, create incorrect history."

Even after more than 16 years of collecting Mondial motorcycles, Goldman is still fascinated by these tiny machines. "When I look at my ex-Ubbiali 1951 125cc or my ex-Provini 1957 250cc I am continually stunned by the beautiful details. One example is the fine knurling on the foot pegs. The knurling does not make the bike go any faster, but Italians feel that it is important to create beauty simply for the sake of creating that beauty. It is a sort of spiritual requirement."

But Mondial also impresses Goldman with its engineering achievements. "Especially considering the small size of their factory, Mondial designed and made a large and fascinating range of engines that led technology in small-capacity racing," he says. "Inspirational engineering appeals to my architectural thinking — I use engineer consultants in all my projects and great engineering is essential to make exceptional buildings."

"Mondial's racing success appeals to my interest in history. I am involved in historic research for my building restorations and as part of my motorcycle collecting. Mondial won every single Grand Prix race they entered in 1949, 1950 and 1951. Then, after a period where they did not focus on Grand Prix racing, they came back in 1957 and won the World Championships in both the 125 and 250 classes. These were unprecedented and amazing achievements."

As he prepares to wheel his 250cc GP winner back into his solar-powered, 1930s warehouse, Goldman sums up the driving force in his life: "I often joke that 'I am a slave to beauty.' I have no natural resistance to it. I must have it around me and I must create it." **MC**

"Inspirational engineering appeals to my architectural thinking."

YOUR **BEST** SOURCE FOR
PARTS AND **ACCESSORIES**
DELIVERED TO YOUR DOOR



DK DENHISKIRK
WE SHIP TODAY

denniskirk.com • 800-970-3819
M-F 7am-8pm CST Sat-Sun 7am-6pm CST



SAME DAY SHIPPING

ON ORDERS PLACED BEFORE 8PM CST



FREE SHIPPING

ON ORDERS OVER \$89 TO THE LOWER 48 STATES



RISK FREE SHOPPING

FREE RETURNS ON HELMETS & APPAREL

OVER 160,000 PARTS IN STOCK

FROM 900+ BRANDS

HUGE TIRE SELECTION

**OUTSTANDING
CUSTOMER SERVICE**

DUNLOP
MOTORCYCLE TIRES

 **MICHELIN**

METZELER
MOTORCYCLE TIRES

BRIDGESTONE


**ARLEN
NESS**

Biltwell Inc.
"QUALITY COUNTS"


Joker
MOTORCYCLES

AVON
TYRES

PIRELLI

BC

MAC

MAGNUM

**LOWBROW
CUSTOMS**
Where the action is!

Shinko

EMIGO

DRAG
Specialties
seats

LA
choppers



THE AUSTRALIAN WAY

Vincent Rapide Series B racer



Alan Cathcart rides the Horner's Vincent Series B Rapide racer at the Broadford track, near Melbourne, Australia.

Story by Alan Cathcart
Photos by Stephen Piper

Melbourne-based brothers Ken and Barry Horner are the can-do kids of Australian road racing — whether vintage or modern.

Over the past decade, they've amassed an enviable roster of race wins and podiums with the various Irving Vincent 1,300cc V-twin racers they've created from the ground up in their Hallam, Victoria, Australia, machine shop. Then, just to show they could take on the modern twin-cylinder mafia equally well, in 2008 their enlarged 1,600cc air-cooled 2-valve pushrod V-twin ridden by Craig McMartin rumbled away from a full grid of liquid-cooled multi-valve race replicas, including Ducati 1198 Superbikes with such famous names as two-time World Superbike champion Doug Polen and AMA Superbike star Larry Pegram aboard, to win the world's premier ProTwins race on the Daytona bankings.

For those unaware of the Horner's achievements thus far, their exquisitely engineered bikes are based on the classic Vincent 50-degree V-twin motorcycle, and are built as a tribute to legendary Australian engineer Phil Irving, creator of the Vincent. The Horner's struck up a friendship with Irving after he moved back to Australia, where Ken Horner, now 64, and brother Barry, a year younger, had both tasted success in sidecar racing. Ken retired from racing in 1977 to start his own engineering company, later joined by Barry, and today K.H. Equipment exports half its production to China and the U.S. This mainly consists of air starter motors for the mining and fuel exploration industries, entailing a 20-strong workforce turning out high-precision machined components, including trick race components for Australia's leading V8 Supercar teams.

Goodwood bound

Six years after that Daytona win, it was time for another trip abroad for the Horner brothers and riders Beau Beaton and Craig McMartin — this time with a bike right from the other end of the Vincent history book. The annual Goodwood Revival is the world's premier Historic road race. "We'd been over to Goodwood in July a few times for the Festival of Speed hill-climb, and the Revival was something we'd wanted to do for a while," Ken Horner says. "So in August 2013 we got an entry for the following year's event, but the problem was sourcing a genuine period Vincent. We were led to believe that the bike had to be an original one for that earlier pre-'54 class — until we got there and saw all the brand-new Manx Norton replicas! So in that belief and instead of building one ourselves as we'd done with the other bikes, we went out to look for a Vincent we could turn into a racer. I was told of a man in the Vincent owners club called Bob Williams who'd owned a Series B Rapide since 1991 that was imported to Australia in 1948 via Sven Kallin in Adelaide [South Australia]. Being over 80, he thought he wasn't safe riding it anymore, so he put it up for sale. He lived in Blackburn, not far from us, so we paid him what he was asking for it, and went to pick it up. It hadn't been run for years, so it was a struggle to get it started — but we knew what we wanted to do with the motor, while holding firm to the spirit as well as what we understood were the rules of the class."

Adhering to the Goodwood Revival rules entailed retaining the Rapide's original 84mm by 90mm long-stroke dimensions for the 50-degree V-twin high-cam overhead valve Vincent dry-sump 999cc engine, while using their acquired knowledge from racing the Irving Vincents to improve gas flow and lubrication, traditionally the weak points of the original Irving-designed engine. "Phil Irving used to say the original Vincent's internal lubrication was so poor — and he took the blame for it — that



The reworked engine now produces 96 horsepower at the crank, twice as much as it did in stock configuration.

if you could see inside when it was running, you'd see sparks coming from the cam lobes!" Ken says. "We had to completely redesign the oil system to produce any kind of power reliably, by ensuring we pumped a lot more oil." The Horner Bros did this by installing a self-made double-rate two-stage oil pump in the front of the engine, where the magneto originally sat, which takes care of both pressure and scavenging functions, and lubricates each camshaft directly. Then, to allow them to get the engine breathing better, they obtained new semi-finished replica Vincent cylinder head castings from Don Godden in the U.K. They machined the combustion chamber and valve guides themselves, using the lessons learned from working with V8 Supercar engines. "They're just pushrod 2-valve motors like the Vincent," Ken Horner says, "so they have a lot in common with each other. Our cylinder head guru, Nathan Higgins, ported the heads."

While retaining the cleaned-up original 1948 Vincent crankcases bearing engine No. F10AB/1/954, the Horner Bros made their own crankshaft in EN26 steel — still the roller-bearing variety like the original Rapide, but 2.2 pounds lighter at 27 pounds. This runs a 50 percent balance factor, and is fitted with Carrillo steel connecting rods carrying CP pistons (also made by Carrillo) running in cast iron sleeves in the original Rapide cylinders, giving a 12.5:1 compression with the machined heads. The valve gear was overhauled to concord with the original 1-3/16-inch Amal Monobloc carburetors and 100 octane fuel the team had to use under Goodwood regulations. "Vincent's were always over-valved, especially with the small carbs," Ken says. "The exhaust valves were a mile too big, so we pulled them back to a size that fitted comfortably in the cylinder head. Going small gets the gas speed up, and the engine runs beautifully smooth all the way through to 6,500 revs. At Goodwood we had two half-hour races to do, so we were more concerned in getting home than chasing a few extra horsepower." The Vincent now carries Manley titanium valves made in the U.S. for NASCAR racing — a 1-9/16-inch inlet and 1-3/4-inch exhaust, with beryllium valve seats, combined with short 4140 steel pushrods, roller-bearing cam followers, a

revised rocker system and vernier cam timing adjustment, all aimed at producing greater power more efficiently.

"In terms of cam profiles and combustion chamber design, we again just treat it as one-quarter of a V8 Supercar motor," Ken says. "That way we can plug into the acquired knowledge of all the people we know who work on those engines." The Goodwood Vincent's roller-bearing cams were designed by Melbourne-based Eric Gaynor. Running 37 degrees of advance with coil ignition (the modern 12-volt battery carefully concealed within a replica period Exide battery case), the Rapide engine immediately delivered 96 horsepower at the crank at 6,500rpm on the dyno. That's twice as much power as standard, with a hefty 86ft/lb of torque peaking at just 5,000rpm. "When we saw how much power we had right away, which was more than we'd hoped for, we thought, 'Hmm, that makes a change, it's usually the other way around!'" Ken says. "So we left it at that, and started thinking about the handling."



HORNER BROS. VINCENT RAPIDE SERIES B

Engine: 998cc air-cooled OHV 50-degree V-twin, 84mm x 90mm bore and stroke, 12.5:1 compression ratio, 96hp @ 6,500rpm (at crank)

Top speed: 128mph (Goodwood, 2014)

Carburation: Two 1-3/16in Amal Monobloc (approx. 30mm)

Transmission: 4-speed, chain final drive

Electrics: 12v, coil ignition

Frame/wheelbase: Oil-bearing steel spine frame w/ engine as stressed member/56.5in (1,435mm)

Suspension: Girder fork with fully adjustable Race Dynamics monoshock front, dual Öhlins shocks rear

Brakes: Dual 7in (178mm) SLS drums front, single 7in (178mm) SLS drum rear

Tires: 90/90 x 19in front, 110/90 x 19in rear

Weight (dry): 389.4lb (177kg)

Frame design

This uprated stock Vincent engine is installed in the original Rapide spine frame, with the three-liter oil tank incorporated in the backbone, and retaining the original fuel tank and handlebar, as well as the Vincent Girdraulic blade forks and top link. Front end damping is taken care of by a fully adjustable monoshock specially concocted by Steve Mudford of Race Dynamics in Melbourne. However, the special lower link has been re-made by the Horner Bros and repositioned, plus the twin Öhlins cantilever rear shocks have rebound damping in the left one and compression in the right, but with no adjustment for either because the shocks are

so short that there's no room for it. They're still approximately 2 inches longer than the original Vincent dampers, which has the effect of considerably sharpening the steering geometry via the raised rear end, from the original 30-degree rake to 25 degrees. These mods had former Vincent apprentice John Surtees, who began his illustrious racing career on Vincent's, clapping his hands with approval when he visited the Horner pit at Goodwood to inspect the bike, as he did each day of the



meeting. "I told Phil Vincent and Phil Irving they needed to modify the steering geometry exactly as the Hornets have now done," John said. "But they had already manufactured dozens of forgings for the incorrect lower link, so they refused to change it!" Surtees passed away in 2017.

The result is a far sweeter-steering package, as Beau Beaton found out when he tested it at Broadford. Beaton's encouraging shakedown revealed one major handicap — the trio of 7-inch single-leading-shoe Vincent drum brakes were woefully inadequate to stop a motorcycle that heavy and fast — the racing Rapide was trapped at 128mph at the Goodwood Revival. But with just one hard stop per lap on the fast 2.4-mile circuit, this wasn't expected to be too serious an issue, so the bike was crated and shipped to the U.K. There Craig McMartin rode it for the first time ever in the single qualifying session for the Goodwood Revival, in which teammate Beaton put the Vincent on pole position, just 0.1 seconds ahead of ex-GP ace Jeremy

McWilliams sharing a replica longstroke Manx Norton with Duncan Fitchett, and former World Superbike champion Troy Corser's BMW factory-entered R5SS shared with Sebastian Gütsch, with Isle of Man Senior TT winner Steve Plater teamed with UK Classic racing star Glen English fourth on another Norton.

The race

The first race on Saturday saw McWilliams take an immediate lead after the Le Mans-type start, pursued by Beau Beaton, who took over the lead on lap 2 before McWilliams crashed the Norton on lap 4, fortunately without injury. After the rider changeover, McMartin got embroiled with the Plater/English Manx, but then speeded up as he became familiar with the bike, eventually crossing the line to win by 18 seconds. The McWilliams/Fitchett Norton was too badly damaged to repair, so for the second race the following day — with the consent



of all the other teams, and especially the Aussie Vincent squad — the duo were permitted to substitute a later, more powerful '60s-style short-stroke Manx just to stage a spectacle, without being eligible to figure in the final results. Strictly showbiz ...

The result was a thrilling race-long battle between the two bikes, with Fitchett leading at first on the Norton single before the slow-starting McMartin overtook him on lap 3. Fitchett fought back and repassed him, followed by Glen English on a long-stroke Norton, who led the race narrowly coming into the rider change. Thereafter McWilliams and Beaton turned up the wick to stage a crowd-pleasing display of high-speed racing, trading the lead back and forth before the Irishman used his lighter single's infinitely better brakes to grab the lead on the final lap, exiting the chicane on the run to the checkered flag. Just as he crossed the line a couple of bike lengths behind the Norton to win the race officially, Beaton had the Vincent lock its back wheel as evidenced by a cloud of smoke from the tire — fortunately in a straight line, since the transmission had seized, and pulling the clutch in was no help! Lucky it happened

when it did, both in terms of allowing Beau to keep the bike upright, and also crossing the finish line, for overall classification was on combined times for the two races. Phew!

"We had no idea what had gone wrong with the bike — we just stuck it in the crate after the race, and went off and had a bit of a celebration," Ken says. "It wasn't till we got it back

to Melbourne that we had a look, and discovered the triplex primary chain had snapped. You used to be able to get racing chains like that, but not anymore, so that's just industrial chain, which obviously isn't up to coping with 100 horsepower and 86ft/lb of torque!" Nevertheless, however narrowly it was mission accomplished for the Aussie Vincent team — they'd gone racing overseas for a second time, and once again come back with the winners' laurels.



Riding the Vincent

The chance to find out firsthand how they did it came by riding the repaired bike on the hilly, switch-back bush track of Broadford, north of Melbourne. As circuits go, this couldn't be more different than Goodwood, with its short 1.34-mile length containing three hard stops



A modern 12-volt battery hides inside the period Exide battery case. Öhlins shocks keep the rear end under control.

per lap, two of them from high speed. I discovered pretty quickly that the term “braking” is an approximation when applied to the Vincent’s trio of puny drums, leastways after just four or five laps of working sort-of OK.

With the one-piece flat original handlebar rotated so that the grips point downwards slightly, you have as aerodynamic a stance as you’re ever going to get the Vincent to deliver, with the Smiths Chronometric tachometer needle dancing in front of your eyes as you lie flat on the tank.

There’s a pretty big gap between second and third gear ratios on the 4-speed gearbox, but third and fourth are closer together, and with such a torquey engine as this one you soon

realize you can cut right down on the shifting. The gear change is slow, but reasonably precise. The engine pulls really well from 3,500rpm upwards, with the lightened crank delivering zestful acceleration strong and hard up to the 6,500rpm mark. At the other end of the scale, it carburates really well low down, so that I could drive out of a slow turn like the right-hander at the end of Broadford’s top straight from as low as 2,000rpm.

The Hornets have raised the rear end via the longer shocks so as to sharpen the steering geometry, as well as throw more weight on to the front tire for extra grip in keeping up turn speed. The Goodwood Vincent’s handling is on a different planet compared to other Vincents that I’ve tested and raced.

Second-ever Black Lightning headlines Barber auction

Rollie Free’s capture of the “world’s fastest production motorcycle” record in 1948 on a tuned Series B Black Shadow led directly to Vincent marketing a racer of similar specification to Free’s machine: the Series C Black Lightning.

This Vincent Black Lightning — frame no. RC3548, engine no. F10AB/1C/1648 — was the second one built, completed in January 1949. It was ordered for Hans Stärkle, a rider for the NSU works team, during the Earls Court Motorcycle Show in October 1948, where the first Black Lightning was displayed on the Vincent Stand. Stärkle, who had already won three European Championships for NSU, raced RC3548 in the Unlimited Class with a sidecar attached. The Black Lightning was sold in May 1952 to a Mr. Amrein of Basel, Switzerland.

Amrein rode the Lightning to the works at Stevenage, England, to have it converted for road use, obtaining lights, silencer, pillion seat, footrests, etc. He sold the Vincent to its third owner, a Mr. Duffner of Weil am Rhein, Germany, in



The second-ever Vincent Black Lightning will be sold at Bonhams’ Barber auction.

1955. In 1961, the Black Lightning was sold to its fourth owner, a Mr. Kuttler, also from Weil am Rhein. After encountering engine trouble, Kuttler took the engine apart but never completed the repair, and in 1968 sold the machine to its present (fifth) owner, Ernst Hegeler. Ernst rebuilt the Vincent and had it road-registered in 1971. He covered approximately 30,000 accident-free miles on long-distance trips all across Europe.

By 2000, Ernst had decided to return the Black Lightning to its former glory and original racing specification. Ernst

rode the Black Lightning exclusively on non-competitive presentation runs, with no accidents or technical failures whatsoever.

Now, after 50 years of enjoyable ownership, Ernst has decided to pass on this magnificent machine, which is still in pristine running condition, to the fortunate next owner. Bonhams is extraordinarily pleased to present RC3548 at their inaugural auction at the Barber Vintage Festival in Birmingham, Alabama, on Oct. 6, 2018. For more information go to bonhams.com



Beau Beaton and the Vincent (No. 86) leads Jeremy McWilliams (No. 7) at the 2014 Goodwood Revival.

in how it makes the bike handle more predictably over bumps. Kudos to Ken and Barry for having done what many have tried, but failed, to do — make a Vincent handle properly without resorting to fitting telescopic forks.

And that makes riding the Goodwood-winning Vincent around turns just as pleasurable as unleashing its remarkable reserves of performance in a straight line, feeling the rear Avon hook up on the angle when you switch on the power exiting a turn. This is a fast and well-behaved V-twin race bike whose performance is quite out of kilter with its age — it feels a much more modern bike in the way it accelerates,

The best thing I can say about the Horner's bike is that I could forget about it wearing Girder hydraulic blade forks, thanks to the way it rode Broadford's numerous bumps so well. But the more constant steering geometry you get on this bike's front end compared to a stock one, coupled with the improved damping from the modern shocks, is noticeably beneficial

corners and handles. Just the brakes are strictly vintage. Ken and Barry had a solution to this that they were working on for Goodwood 2016, but were uninvited — so the Goodwood Revival-winning 1948 Vincent Rapide is now tucked up in the Horner brothers' works museum at their Melbourne, Victoria factory. Pity. **MC**

Making Custom Spokes... It's what we do!

We swage, cut, head, bend and thread every spoke we make to suit each specific custom application, using only American milled and certified wire. Take advantage of our expert wheelsmithing services when you ship us your hub.

phone: 626.969.4655

fax: 626.812.0243

buchananspokes.com

BUCHANAN'S
Spoke & Rim, Inc.

Est. 1958



Azusa, CA

Your source for Excel, Borrani and Sun Rims

COMPLIMENTARY AUCTION APPRAISAL

To discuss any aspect of selling or buying collectors motorcycles at auction, please contact the motorcycles department or visit bonhams.com/motorcycles to submit a complimentary auction appraisal request.

THE AUTUMN STAFFORD SALE

Saturday 13 & Sunday 14 October 2018
The 25th Carole Nash
Classic Motorcycle Mechanics Show
Stafford, UK

ENQUIRIES

UK
+44 (0) 20 8963 2817
ukmotorcycles@bonhams.com

US

+1 323 436 5470
motorcycles.us@bonhams.com

**ENTRIES INVITED
CONSIGN TODAY**



1933 BROUGH SUPERIOR 981CC SS100 PROJECT

£140,000 - 180,000

\$180,000 - 240,000



Ex-C.F Edwards

**1925 BROUGH SUPERIOR 981CC SS100
SAND RACING PROJECT**

£150,000 - 200,000

\$200,000 - 260,000



1928/25 BROUGH SUPERIOR 981CC SS100 PROJECT

£100,000 - 140,000

\$130,000 - 180,000



Bonhams



 @bonhamsmotoring

bonhams.com/motorcycles

1988 USGP

Road racing in America comes of age



Story by Dain Gingerelli
Photos by David Dewhurst

By the mid-1980s, America's motorcycle community was primed and ready — even love-starved — to host a world championship Grand Prix race. Only one obstacle stood in the way: The U.S. didn't have a suitable venue at which to stage such an event.

To obtain Federation Internationale Motocycliste (FIM) sanction for a world championship race a facility had to conform to a litany of standards including track length and width, adequate runoff room in the event of crashes, emergency response preparedness for injured riders, spacious paddock and enclosed garages for team transporters and race bikes, suitable spectator seating and viewing areas, and more. Few, if any, race tracks in America could fill all those prerequisites, and so for years America's best road racers ventured overseas if they wanted to become a world champion.

Eventually, though, one race track organization decided to work towards gaining FIM approval for what would be America's first motorcycle USGP since 1965. Laguna Seca Raceway, located near California's picturesque Monterey Peninsula and operated by the non-profit charity organization known as SCRAMP (Sports Car Racing Association of Monterey Peninsula), committed to promoting a FIM Grand Prix featuring two classes — 250cc and 500cc bikes — for 1988. By the end of 1986 it was announced that Laguna Seca had secured a race date for the 1988 season. The Grand Prix circus was coming to America!


Looking back

In reality, though, the 1988 United States Grand Prix had its origins at the conclusion of the FIM's 1978 500cc road race world championship when Kenny Roberts became America's first-ever Grand Prix world champion. Even though Steve Baker won the Formula 750 world championship the previous year, that series didn't carry Grand Prix status; every road race fan here and abroad knew that winning the three-quarter liter title didn't compare to winning the FIM's premier 500cc GP class. Some of road racing's greatest racers — Geoff Duke, Mike Hailwood, John Surtees and Giacomo Agostini, to name a few — had their names affixed to that title. And now, so did Roberts who, in the process of becoming World Champion, earned a new and lasting moniker: King Kenny.

But the emperor had no home; there wasn't a Grand Prix race in America where his loyal followers could pay their respects to cheer him on. The last USGP took place



Eddie Lawson aboard his
Yamaha YZR500 at the 1988
U.S. Grand Prix at Laguna Seca.



Niall Mackenzie led the early laps of the 500cc race aboard his Honda NSR500. Lawson eventually caught and passed him for the win.

back in 1965 at Daytona International Speedway. And it, like the world championship event held there the previous year, was a failure in many ways, including low spectator turnout, making it an embarrassing footnote in America's racing lore. That was to be expected, though, because American motorcycle race fans of the 1960s didn't appreciate the art of road racing like they eventually would two decades later when the sport bike movement captured a whole new generation of enthusiasts in this country.

By 1979 King Kenny, with the blessings of Yamaha International, fanned the flames further for a USGP when he took a brief California vacation during the GP season to race his year-old YZR500 at the AMA Sears Point National, winning in fine style against the horde of heavyweight TZ750s. He followed suit the next year at the Laguna Seca National where he won again, and in 1981 Randy Mamola and his Suzuki RG500 joined in. Almost by chance a tradition was born — in subsequent summers more 500cc GP refugees appeared for each Laguna Seca race, making it a USGP by proxy for American fans to savor, love and enjoy.

But the fans wanted more, and so did King Kenny and Mamola, along with Freddie Spencer, Eddie Lawson and, well, everybody from the last ticket-paying

spectator up to SCRAMP's top dog, Lee Moselle, who was the organization's executive director at the time. Roberts and Mamola, especially, played to Laguna Seca's crowds, swapping race wins from 1980 to 1985 (Roberts taking the even-number years, Mamola the odd years) aboard their year-old (and by GP standards, outdated) Grand Prix bikes. They also took the occasions to titillate the crowds with long, graceful wheelies when exiting some of Laguna Seca's corners. Race fans loved it, the racers loved it, and members of SCRAMP loved it, too. After all, the more fans that packed onto Laguna's scenic hillsides overlooking the track the more money to help feed the various charities that SCRAMP supported.

Meanwhile, Moselle and Roberts established a professional and lasting relationship, one in which King Kenny could speak what was on his mind to Moselle without repercussions or unfavorable consequences. Foremost on Roberts' mind was that America deserved a world championship Grand Prix, and Laguna Seca should be the venue in which to have it.

Fixing the track

Roberts' lobbying paid off. By 1987 the fun times and warm fuzzies that everyone experienced were temporarily set aside

to make way for the small armada of bulldozers, dump trucks and graders that swarmed the infield to prepare the 1.9-mile track for its FIM-approved face-lift. First order of business was to stretch the track distance to conform to the FIM minimum length of 2.2 miles. To do that Turns 2 and 3, what had been the fastest corners of the track, were bypassed for a series of tighter turns that meandered through the former infield parking and camping grounds. The new Turn 2 essentially became a left-hand hairpin corner leading to the new Turn 3, a sweeping right-hander that fed another right-hander — now Turn 4 — that eventually led back onto the old (and bumpy) part of the course at the new Turn 5 left-hander. The rest of the track remained unchanged (and bumpy), but it was enough change to transform Laguna Seca from a nine-turn track measuring 1.9 miles to the 11-turn, 2.2-mile course that it is today.

Keith Code, who was among a small committee of experts instrumental in helping lay out the new turns, previewed the reconfigured infield section for *Motorcyclist* magazine's April 1988 issue. In it he wrote, "Since the modifications, Laguna Seca has the best of both spectating worlds in the new turn two, a 60-foot wide, fairly tight, double-apex turn that will be absolutely packed with action as

Racer Kevin Schwantz (middle) consults with his crew in the pits (right). Randy Mamola aboard his Cagiva (below). Schwantz at speed riding his Suzuki (bottom right).

it leads into the new track section. The width and the double-apex design were changes that both Kenny Roberts and I called for in the new track. This slow- to medium-speed turn gives faster riders many passing options. In a single-apex turn like turn eleven (formerly turn nine), passing is possible but more difficult and risky."

Off the track

Conforming to the FIM minimum track length was just part of the puzzle. By 1988 Grand Prix teams were accustomed to race facilities featuring wide pit lanes and spacious garages in which to work on their equipment. Laguna Seca lacked both; the pit lane was short and narrow and there were no covered garages. *Motorcyclist's* preview issue for the USGP included a sidebar featuring Team Marlboro-Yamaha's crew chief Kel Carruthers' take on Laguna Seca as the site for America's round in the Grand Prix series.

"In Europe the best tracks have garages for the big teams," Carruthers stated. "The tracks that don't have garages have electrical and water hookups for our transporters. I've heard the Laguna organizers [SCRAMP] may put up large marquees [tents] for us, but we'll have to provide dividing walls for privacy and our own electricity. The organizers are making a good effort, but it takes a lot of money to put on a first-rate GP."

Indeed, SCRAMP spent more than \$1 million to upgrade the track as best it could to FIM standards. But in truth it wasn't enough. The pits and paddock lacked the accommodations that Carruthers pointed out were found at FIM-certified tracks in Europe and abroad. In addition, Laguna Seca still lacked adequate spectator seating, although many diehard fans didn't mind, because they enjoyed the vistas from the track's natural hillside seating. These and other politically motivated stipulations eventually led to the USGP relocating in later years to Indianapolis Motor Speedway and eventually to the state-of-the-art Circuit of The Americas near Austin, Texas, that hosts the current MotoGP.

But as the race date for the 1988 USGP neared, everybody was committed to Laguna Seca as all eyes focused on the famous resort community along





Niall Mackenzie waves to the crowd after finishing the race in second place.

California's scenic coast. For American road race fans, it was the racing itself, not the facility that hosted it, that mattered most. Perhaps Carruthers said it best when he told the editors at *Motorcyclist*: "In the past we've arrived at Laguna to do some wheelies, and the motorcycles have usually been a year old. Not this time. This is war." It was time to race.

The race: Yanking the carpet from under the Europeans

The USGP featured two races, the 250cc and 500cc events, and both were won by Americans. Jim Filice kicked off the celebration with a dominating performance over the 250cc field.

Filice, who had never even seen a Grand Prix road race prior to Laguna Seca, was given his ride after Honda's top 250 rider, Masahiro Shimizu, injured himself in a crash a month prior. Freddie Spencer's former tuner and longtime Honda-man Erv Kanemoto convinced Honda's HRC division that it would be wise to loan Filice Shimizu's now-vacant NSR250 for the USGP.

Even though fellow American John Kosinski set the fastest qualifying time aboard his factory-backed Yamaha YZR250 to earn pole position, Filice never lost doubt that he'd win the race. He grabbed the lead on the third lap and easily cruised to victory, winning by nearly

10 seconds over runner-up and fellow Honda rider Sito Pons. Filice was reminded in victory circle that Kanemoto had secured the ride only a week or so before the USGP, to which the diminutive rider replied, "And I told him [then] that I'd win the race. And I did!" The American fans roared their approval, Filice responded with fist pumps into the air, and a general feel of euphoric mayhem overtook the crowd of 80,000. History had just been made, and now it was Lawson's turn to contribute.

But that almost didn't happen. Struggling all week with a quartet of stubborn Mikuni carburetors on his YZR500, Lawson got a terrible start when the green flag fell. As Lawson said after his win, "I didn't get off the line so well, and I thought to myself, 'this is going to be a long day.'" Emphasis on "long," but as he always did, Lawson maintained his cool, getting down to business as he methodically moved to the front.

Kel Carruthers, Lawson's Team Marlboro crew chief, told Lawson to keep the plugs clean by keeping the engine's revs high. As Lawson told *Cycle World* magazine, "I had it [the throttle] pinned at 13,000rpm — and it only revs to 12,000." With the plugs cleared and the problem solved, Lawson put his head down to eventually overtake Kevin Schwantz (Suzuki) and Wayne Rainey (Yamaha), putting him into third place, edging closer to the rear tire of defending world champ Wayne Gardner's Honda NSR500.

Gardner knew he had his work cut out for him. Earlier in the week he confirmed what most rail birds suspected, that the Honda didn't cope well with Laguna's old section of rough and rutty asphalt. The



Kevin Schwantz follows Eddie Lawson during the 1988 U.S. Grand Prix.

Public Auction Sale GeorgiaCycleDepot

**Entire contents of building
to be sold at
NO RESERVE
including over
40 BRITISH Motorcycles**

STORE CLOSING - EVERYTHING must be sold: New & Used British parts, NOS parts, all shelving, signs, banners,, lifts, equipment, etc. We have over 40 British motorcycles: Some are still original, some have new total restorations using genuine Brit parts, some are restorations in process, many almost done, some just started and we have project bikes that are well sorted on pallets. There are 3 1959 Bonneville's, one like new and 2 projects, as well as other non-unit Triumphs, unit Triumphs, Norton's, BSA's and more.

**For a complete list with photos visit:
www.jwoodandcompany.com**

Saturday September 29th

Open at 8, Sale starts at 10am

Marbleton, GA USA

INSPECTION AVAILABLE

FRIDAY 9/28 9-5

10% buyer's premium





Wayne Gardner and his NSR500; Lawson finished first (middle), with Mackenzie second (right) and Gardner third (left).

Yamaha's twin-crank layout helped deliver power in smoother doses, and by contrast the Honda's single-crank engine violently spit out its horsepower. As Gardner put it, "With its [NSR500] abrupt power, it just didn't get along well here."

And so Lawson caught Gardner, ultimately setting him up for a pass exactly where Keith Code figured a faster rider could overtake a slower bike, in the new Turn 2. Once Lawson resolved that issue,

he smoothly motored up to race leader Niall Mackenzie, who was contending with his own hair-trigger Honda. The pass came again in Turn 2, and with that Lawson smoothly motored ahead to win by nearly eight seconds.

During the post-race press conference the European riders let it be known that Laguna Seca's rough track surface wasn't to their liking. When Gardner was asked where the worst stretch of pavement was

located on the track, he stoically replied, "Laguna Seca." Point made, but he added with typical Aussie humor, "Next year we're going to bring a motocross bike here ... a CR500 I think it's called." He then got serious: "Actually, we'll have to work on something else [for this race], make the bike for it." In the process, Gardner confirmed what practically the whole racing world wanted to hear: that the USGP was here to stay. **MC**

Calm before the storm

During a pre-race press conference that showcased the reconfigured Laguna Seca to a curious press corps, some interesting and rather humorous comments were made. Here are some of them:

Caught smokin': Shortly before the press conference was called to order Bubba Shobert, who was set to ride the RJ Reynolds/Camel Cigarettes-sponsored Honda NSR250 in the support race, took the liberty to sit on John Kosinski's Yamaha 250 displayed in the press room. Caught off guard, the three-time AMA Grand National Champion sheepishly excused himself from the bike, half pleading to the people in the room, "You didn't see me on that."

Close enough: As SCRAMP's media relations manager Art Glatke described the track's additional turns, he explained that the "new" Laguna Seca "measures slightly over the 2.2-mile FIM minimum," at which point Kenny Roberts jokingly added, "Unless you have a track in Italy," a coy reference to Autodromo Sanamonica that hosted the San Marino GP even though that track stretches to only 2.167 miles.

Final bid: Lee Moselle, SCRAMP's chief operating officer, briefed everybody on the various expenses encountered to prepare the new track layout that required digging and shifting a lot of dirt. "It will cost \$30,000 to get this excess dirt out," he said, and as if on cue Lucky Strike team owner Roberts volunteered, "I'll have my riders do it for \$28,000."

On time: Before any of the GP racers ever took to the track, some of the riders were asked what lap times to expect for winning the 500-class pole position. Roberts felt 1:35 would do it. Kevin Magee suggested 1:32 and his teammate Wayne Rainey said 1:30. Shobert figured a 1:22. In the end Rainey was closest, and in fact won the pole position with a 1:29.214.

Dusting the competition: The press conference concluded on the race course itself, where media members got a close look at the track. When it was time to go, Roberts said to his team riders Rainey and Magee, who were standing trackside with Shobert, "Let's do what we always do — leave Shobert in the dust."



Crew and racers in the pit lane at Laguna Seca. Kenny Roberts at the track (above right).



CROWNED QUEEN OF COMBUSTION

Rulers of the world of motorcycle insurance - with annual policies starting at \$75.

PROGRESSIVE.COM

PROGRESSIVE

1-800-PROGRESSIVE

Progressive Casualty Ins. Co. & affiliates. \$75 per year premium excludes state fees and taxes, and is not available in AK, GA, HI, MA, & SC.

BRIDGESTONE HURRICANE SCRAMBLER

Building the Around-Town Ripper



Story by Greg Williams
Photos by Josh Withers

Thanks to a gas-guzzling pickup truck, Josh Withers discovered motorcycles. “I didn’t need to drive the truck all the time,” he says, “so I wanted to get a motorcycle, something a bit more economical to get around on.”

In 1998, Josh picked up a ratty Yamaha Virago, which he rode for five or six months before he traded it and \$50 cash for a mint Kawasaki 440 LTD. A variety of machines followed, but for Josh, one thing always remained the same — he liked to add a few custom touches. A different set of signal lights, a different handlebar or a different seat, just something to set his bike apart from all the others. It was that attitude that eventually led him to vintage BMWs.

“I was going to buy a Ducati Monster, but at that time you’d see one of those on every corner in San Francisco, California, where I was living,” Josh tells us. “So I was talking with a mechanic who said to me, ‘Why don’t you buy an old bike and make it new?’”

That mechanic was the now-retired and well-respected Dave Gardner of Recommended Service. Under Dave’s mentorship, Josh bought a basket case 1977 BMW R100S and put it back together. Since then, Josh has made something of a name for himself customizing several German motorcycles. Check out the July/August 2009 issue of *Motorcycle Classics* for a story on his 1973 BMW R60/5 Special.

However, this story isn’t about one of Josh’s favored Teutonic chrome-plated Toaster-tank creations. Instead, this is a story about a wayward Bridgestone that should have been a Lambretta.

Buyer beware

“I was going to buy a 1972 Lambretta scooter from a friend for \$3,000,” Josh says, “but we couldn’t get it running, and for that money it sounded like an expensive non-running project. That’s when the Bridgestone caught my eye.”

On Facebook, Josh saw a post from someone trailering a 1967 Bridgestone Hurricane Scrambler from Idaho to a buyer in the Los Angeles area, where Josh now lives. As these things go, however, there was an issue. At the eleventh hour, the buyer had backed out of the deal and the driver needed to unload the Bridgestone. That’s when Josh entered the picture. He thought \$700 for a cool old machine he’d never heard of before and with a chrome-plated tank similar to his beloved BMWs sounded pretty cheap.

“It was supposed to run, but when he pulled up I could see immediately the Bridgestone wasn’t ‘as advertised,’” Josh says. “So I got the price down to \$500 and bought the bike. I didn’t plan on restoring it, I like to buy my projects cheap and beat up and then make them my own, but I didn’t realize how bad it really was.”

With the well-used Bridgestone on the bench at a local shop, Josh had help to initially fire up the Hurricane Scrambler. It took some effort, but as soon as it was running Josh realized there were issues with the coils and charging system, and the bike also produced plenty of exhaust smoke.

That’s when he made the decision to pull the Bridgestone completely apart and have some fun creating something he describes as an “around-town ripper.”





1967 BRIDGESTONE HURRICANE SCRAMBLER

Engine: 177cc rotary-disc valve, air-cooled 2-stroke parallel twin, 50mm x 45mm bore and stroke, 9.5:1 compression ratio, 20hp @ 8,000rpm

Top speed: 85mph

Carburetion: Two Mikuni VM175C

Transmission: 4-speed rotary with 5-speed sport selector

Electrics/ignition: 12v, electronic ignition (coil and breaker points ignition stock)

Frame/wheelbase: Single downtube steel cradle frame/48.6in (1,234mm)

Suspension: Telescopic fork front, dual YSS shocks w/adjustable preload rear

Brakes: 6.2in (157.5mm) TLS drum front, 6.2in (157.5mm) SLS drum rear

Tires: 3 x 18in front and rear

Weight (dry/stock): 271lb (124 kg)

Seat height: 30in (762mm)

Fuel capacity: 2.64gal (10ltr)

Price then/now: \$650/\$1,300-\$3,300



There's no tachometer and the speedometer sits in the headlight shell. The cap for the oil tank sits just forward of the gas cap (above middle).

To start, Josh completely dismantled the Bridgestone. He pulled the top end of the 175cc parallel twin engine and sent the head and cylinders out for polishing before lining up an engine builder who promised to completely rebuild the power plant to like-new condition.

Where it all started

Before we get too deep into the engine rebuild of Josh's Hurricane Scrambler, let's take a quick look at Bridgestone's background. If the name Bridgestone brings to mind tires more than motorcycles, that's because the company was formed in 1931 in Japan as a tire company.

After World War II, Bridgestone expanded into wheeled goods — while still making tires — and in 1946 started manufacturing a line of bicycles. By 1950, Bridgestone was constructing a 26cc clip-on engine meant to easily attach to a bicycle, and it wasn't long before full-scale mopeds and motorcycles were in the works. One of the first was the 1958 Champion moped. With a pressed-steel frame, 24-inch wheels and 50cc 2-stroke engine equipped with pedals, it looked very similar to

the German-built NSU Quickly.

Bridgestone engineers worked up a variety of models based on the Champion, but the big news came in 1963 with the development of the single-cylinder 2-stroke BS90 with rotary-disc inlet valve. In the early 1960s, Bridgestone broke into the lucrative U.S. market when the company began exporting the Bridgestone 7, a machine

still based on the Champion 2-stroke, to the Rockford Scooter Co., Inc. of Rockford, Illinois. A growing network of U.S. dealers was served well by what became Rockford Motors in 1965, just in time to start selling the Bridgestone 175cc Dual Twin. Following soon was the 1967 introduction of the Bridgestone Hurricane Scrambler.

"In the 'scrambler,' as was and is true of the pure touring (Dual Twin) Bridgestone 175, the engine is the most interesting feature," wrote the editors in the January 1967 issue of *Cycle*





magazine. "This engine, which is packed with little items that should delight the technically inclined, was the first mass-produced 2-stroke 'twin' to have rotary-disc inlet valves."

As *Cycle* told it, most 2-strokes up to this point had only a "hole" at the back of each cylinder for drawing in a fresh fuel charge, controlled by the rising and falling piston as it opened and closed the port. While it might be simple, the design could only be adjusted to work well over a limited range, *Cycle* explained.

"A disc-type rotary valve is much less handicapped," *Cycle* continued. "By using this device, an engine designer can get any opening and closing points needed for the intake period. As a result, the power range will always be a bit wider, for any given level of output, when rotary valves are used. You may not care about the technical ins and outs of the matter, but you will care about the engine's wide-range pulling power."

Another technical enhancement of the Bridgestone twin was the use of caged needle roller bearings as opposed to bushings for the piston connecting rod wrist pins. Furthermore, the aluminum barrel featured hard-chrome plated bores, a feature

that had been developed in high-performance racing 2-stroke engines. Also of note, *Cycle* said, was the two-way transmission that offered, with the flip of a lever, "a 4-speed 'rotary-shift' transmission, in which neutral was between 1st and 4th and you could get 1, 2, 3, 4, N, 1, 2, etc. endlessly by pressing down on the shift lever. Pull the 'sportshift' lever, which is mounted high on the side of the transmission, over the other way and you had a 5-speed gearbox, with a conventional ratchet change."

This shift pattern was neutral, first, second, third, fourth, fifth, with the fifth gear acting like an overdrive when cruising at faster speeds. That's how Josh likes to use his Hurricane Scrambler transmission, but to discover that, he had to get the motorcycle built. So while Josh's Bridgestone engine was out for its rebuild, he focused his attention on the running gear.

From the bottom up

Starting with the wheels, new bearings went into cleaned hubs while the spokes and rims were cleaned and returned to service, as were the brake shoes. Josh searched for Bridgestone street tires to suit his Bridgestone project, but unable to source



The lever that switches the transmission from "return change" to "rotary change" is above the left footpeg (above right).



Owner Josh Withers aboard his sweet Bridgestone custom high above the streets of Los Angeles.

SARA PETERSON

any in the 3 x 18-inch size required he settled on a pair of Zaps from IRC Tire.

At one time, a previous owner of Josh's Bridgestone had equipped the bike with dual rear sprockets, one a larger 68-tooth and the other a smaller 58-tooth chain ring. These would have facilitated quick trailside gear changes by adding or taking away a short length of drive chain. Josh decided he liked the look of the dual sprockets and kept the 68, but switched out the 58 for a 46-tooth sprocket. While Josh won't be using the 68-tooth sprocket, he clearly likes the look.

For the rear suspension, Josh got a set of custom YSS shocks made to suit the lightweight Bridgestone. Up front, the forks were cleaned and detailed, with cadmium plating applied to the springs and seal holders. A custom steering damper knob for a BMW from Oshmo Motorworks (oshmo.com) was threaded to accept the Bridgestone rod and Josh machined a new flat-sided and flanged nut to fit the bottom plate and friction disc. All parts that are Porsche Silver are powder coated, including the frame, stands, airbox and covers, lower fork sliders, handlebars and the headlight nacelle that houses a new-old-stock speedometer.

"That's the crazy thing about redoing a Bridgestone," Josh says of the project. "You can find an NOS speedo for \$40, but other things, like anything rubber, are through the roof." Josh kept the handlebars that came on the Bridgestone as he purchased it, but notes for the Hurricane Scrambler model they should be taller, and with a motocross-style cross brace.

Turning his attention to the gas tank, Josh found the original chrome was heavily pitted. That gave the chrome plater some headaches, but Josh is pleased with the final results. A sealant kit from POR-15 went inside the tank before he had it painted.

"A couple of painters didn't want to paint over the chrome, but I found a guy in Long Beach — no name; he likes to fly under the radar — to do it, and he did a beautiful job," Josh says, applying teal-colored paint to the top of the tank and around the edges, the chrome shining on the side panels.

Josh's anonymous painter also applied the teal-colored finish to the front fender and the tail of the custom seat. Josh

made the seat by cutting in half a steel dome meant to sit atop an industrial-style fence post and welding it to the seat pan. This gives the Bridgestone a tidy little tail section. The seat foam was carved and covered by Erwin's Upholstery in Long Beach. Everything was reassembled with cleaned and freshly cadmium-plated Bridgestone hardware.

Details such as the white Gran Turismo-style grips contrast nicely with the polished throttle and switchgear housings, adding a measure of cleanliness to the Bridgestone, as do the Oberon bar-end mirrors. Motion Pro (motionpro.com) made custom cables with silver sheathing using original Bridgestone fittings, which Josh supplied, for all controls.

Beginning assembly

With the rolling chassis ready to go, the rebuilt engine was bolted into place and a Kawasaki KZ1000 electronic ignition was adapted to provide sparks. The engine ran, but Josh wasn't too happy. The kickstarter wouldn't return, it wasn't charging, it was leaking and it was still smoking excessively. Even so, Josh got the Bridgestone out for a few short rides around town and was enamored with the new machine. After working out a couple of the issues, in December 2016 he set out for a longer "break-in" ride.

"I only got about 15 miles before I detonated both pistons," he sighs. "But after that, and through word of mouth, I found a 2-stroke guru who goes only by the name of Victor. We found the timing had slipped, and that caused the detonation. Victor helped me put things right the second time around, and he even welded the heads and reshaped the combustion chambers to make an effective squish band with a more efficient burn."

Josh also completely rebuilt the dynamo charging system and added a modern rectifier formerly sold by Radio Shack. This time, he is more comfortable with the rebuild.

Since finally getting the bike back on the road late in 2017, Josh isn't fazed to ride the Bridgestone on his 7-mile commute to work or just to the corner store. It's certainly no pickup truck, and as Josh says, "I'm just having some fun on it, ripping around town like I thought I would." **MC**

MIKES XS
VINTAGE YAMAHA PARTS

Randakk's
Cycle Shack
VINTAGE HONDA PARTS



Z1
ENTERPRISES

YOUR
OUR

**VISION
PARTS**



DIMECITYCYCLES.COM
MIKESXS.NET
RANDAKKS.COM
Z1ENTERPRISES.COM



AJS MODEL 20

Plumstead's posh parallel twin

Story and photos by Robert Smith

When Chief Designer Phil Walker started work on a parallel twin for Britain's Associated Motor Cycles, he seemed determined to better the competition.

By 1949, every major British motorcycle manufacturer had announced a parallel twin, including BSA, Ariel, Norton and Royal Enfield. (Velocette and Vincent, as usual, went their own way.) Edward Turner's Big Idea had become ubiquitous in the industry, and represented modern thinking and sport-



ing performance. Suddenly, singles and V-twins looked stodgy and dated.

Compared with a single-cylinder 4-stroke of the same capacity, power delivery was smoother, thanks to twice the power strokes for the same revs. That also allowed for lighter flywheels, so pickup was faster. Compared with a V-twin, parallel twins were more compact and typically lighter, too.

Stylishly late

Associated Motor Cycles (AMC), AJS and Matchless' parent company, had been focused on producing 350cc and 500cc singles, and arrived a few months

late to the twin-cylinder party. No doubt AMC designer Phil Walker was aware of what the competition was doing, but his design for what would become the Matchless G9 and AJS Model 20 incorporated many unique features into the 2-cylinder format.

In addition to roller bearings at each end of the crankshaft, Walker added a center main shell bearing. All the other parallel twin makers followed Turner's lead, using only two mains. The third bearing gave extra support to the crankshaft and helped to prevent flexing. It also allowed feeding oil through the crankshaft to the two big-end bearings,

providing an even supply for each. All other contemporary parallel twins fed oil from one end of the crank, creating the potential for the farther big-end bearing to be starved of oil — with the inevitable result. Another bonus: the center main bearing located the crank laterally, allowing it to “float” on the two outer roller main bearings during expansion and contraction.

Like Royal Enfield's designer Tony Wilson-Jones, Walker chose a massive one-piece iron crankshaft with integral counter weights rather than the bolt-up arrangement BSA, Triumph and Norton used. And like Enfield, Walker also opted for separate (interchangeable) iron cylinder barrels topped with light alloy cylinder heads. Under the alloy rocker covers were four eccentric rocker shafts: Adjusting the valve clearance required only a screwdriver once the pinch bolt was slackened. Walker also chose two separate oil pumps driven from the ends of the two camshafts — the exhaust operating the oil feed pump and the intake cam the return. Walker's engine was, as a British worker would say, a “proper job.”

Well appointed

Other features that made the AMC twin stand out from the crowd included a bypass fabric filter in the return line to the oil tank (only Royal Enfield did likewise) and the absence of external oil lines, all the oilways being internal. Drive to the 4-speed Burman gearbox was by single-row chain and wet clutch housed inside AMC's own design, “oil bath” chaincase.

The AMC twin used an all-new steel tube frame with a rear swingarm and AMC-made telescopic spring/shock units. These quickly gained the nickname “candlesticks” for their slender profile. Front suspension was by telescopic fork of AMC's own design, known as the Teledraulic.

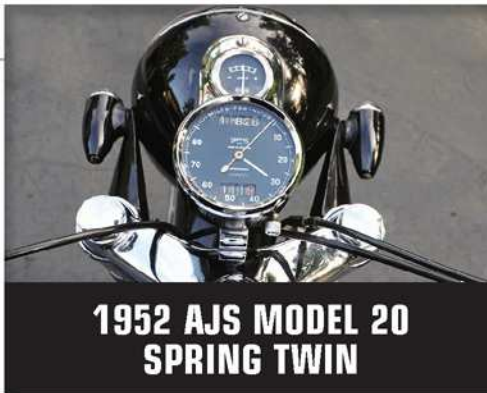
The new twin was launched in 1949 as the Matchless G9 Super Clubman and the AJS Model 20 Spring Twin. The two motorcycles were identical except for the shape of the timing case, the fuel tank (the AJS tank held 4.5 U.S. gallons vs. 3.5 for the Matchless),



The Model 20 uses a single Amal carburetor (above). The fat rear shocks became known as “Jampots” (right).

seating (single seat and pillion pad for the AJS, “Dunlopillo” dual seat for the Matchless), and mufflers (megaphone style on the Matchless), as well as logos and paint. Power was quoted at 29 horsepower with a weight of around 400 pounds, although the AJS version was marginally lighter — and 3 British pounds cheaper at £209.

Like most new British cars and motorcycles at the time, initial production of the new twins was for export only. The U.K.’s economic situation in the immediate post-war years was dire, and the slogan “export or die” was widely quoted. The Model 20 wasn’t generally available to British buyers until the 1951 model year, which saw the introduction of new squatter, fatter shocks, which



1952 AJS MODEL 20 SPRING TWIN

Engine: 498cc air-cooled OHV parallel twin, 66mm x 72.8mm bore and stroke, 7:1 compression ratio, 29hp @ 6,800rpm

Top speed: 87mph

Carburetion: Single 1in Amal 76

Transmission: 4-speed Burman gearbox, chain final drive

Electrics: 6v, Lucas K2F magneto ignition

Frame/wheelbase: Steel tube cradle frame/55.25in (1,403mm)

Suspension: AMC Teledraulic fork front, dual shocks rear

Brakes: 7in (178mm) SLS drum front and rear

Tires: 3.25 x 19in front, 3.5in x 19in rear

Weight (dry): 394lb (179kg)

Fuel capacity/MPG: 4.5gal (17ltr)

became known as “Jampots.” Though only fitted for six years, the Jampots became synonymous with AMC’s motorcycles, and even lent their name to the AJS/Matchless Owners Club newsletter. They were replaced with conventional Girling units in 1957.

In 1951, a new alloy front brake hub was fitted, and the front fork internals were revised. A new Burman gearbox arrived in 1952, while a new dual seat arrived for both AJS and Matchless models in 1953. For 1954, a new full-width alloy single-leading-shoe front hub with



cast iron brake drum arrived, with a similar unit fitted to the rear for 1955. Dual pilot lights were fitted to the headlight shell in the same year.

One of the major failings of the British motorcycle industry in general, and AMC in particular, was to underestimate the importance of the U.S. market. By the mid-1950s, it was already noticeable that home sales of full-size machines were falling, and U.S. sales were booming. Triumph’s Edward Turner and James Leek, CEO of BSA, understood this: They had both produced 650cc parallel twins in the late 1940s with eyes on the American market and its hunger for more power and more speed. Royal Enfield upped the ante with its 700cc twin (sold in the U.S. as





the Indian Trailblazer) in 1953. AMC was being left behind.

The 20B

In the early 1950s, offroad racing legend Frank Cooper was the U.S. Matchless/AJS distributor. His customers loved the lighter weight and compact size of British bikes, but were persistent in their demands for more capacity and more power. Cooper went as far as to create his own "big bore" Matchless G9 engine, increasing the

bore by 3mm to 69mm for 545cc. He improved the oiling system to cope with the extra power (33 horsepower), then took the engine to London to try to persuade AMC to make it.

They declined, so Cooper went ahead on his own. New 1953 G9s and Model 20s were dismantled in Cooper's shop, bored to 550cc, and sold as the Cooper Sport Twin. The next year, the factory adopted Cooper's approach, using modified engine cases for better lubrication and offering the bikes as the Matchless

G9B and AJS Model 20B. The 550 was apparently offered through 1955, but by 1956 AMC had a bigger twin of its own: the 600cc G11/Model 30.

With the introduction of the 600cc and the arrival of the 650cc Model 31 in 1959, sales of the Model 20 declined, and it disappeared from the AMC catalog after 1960. Cooper was dropped as distributor in 1960, when AMC bought the Indian brand from Brockhouse Engineering. Norton distributor Berliner Corporation added Matchless and AJS

AJ Stephens & Co. Ltd.

The family firm of Albert John Stevens & Company was founded in 1909 to build and sell complete motorcycles, and to compete in motorcycle racing. With multiple wins including back-to-back victories in the 1921 and 1922 Isle of Man TTs on the famous 350cc "big port" OHV single, AJS motorcycles sold well. But by the end of the 1920s they had, like many other bike makers, overstretched themselves with a wide motorcycle model range and interests in automobile and bus production. And they suffered a common fate in 1931: bankruptcy.

In stepped the more cautious Collier Brothers, Harry and Charlie of Matchless Motorcycles, acquiring the AJS company and its assets. But they respected AJS' racing reputation and cannily preserved the name for racing motorcycles they developed, like the 1935 supercharged AJS V4 racer, the post-World War II 500cc E90/E95 Porcupine and the 350cc OHC 7R "Boy Racer."

Matchless also acquired Sunbeam motorcycles in 1938, becoming Associated Motor Cycles (AMC) at the same time. Post-WWII, AMC also picked up Francis-Barnett and James (makers of 2-stroke commuter bikes) and Norton. After going bust in 1966, AMC and its assets were sold to engineering conglomerate Manganese Bronze, which



George Rowley at the Isle of Man TT in 1936 aboard the AJS V4.

relaunched the company as Norton-Villiers in 1967. That same year, the last AJS (until the name was revived in recent years), a Norton Atlas-powered 750cc Model 33CSR left the Matchless factory in Plumstead, London.



The 498cc air-cooled parallel twin runs a 7:1 compression ratio, putting out 29 horsepower, good for an 87mph top speed.

to its portfolio in 1963, with the Indian brand being picked up by Floyd Clymer.

Chuck Thompson's 1952 AJS Model 20

It was the memory of riding a Model 20 as a teenager that made Chuck Thompson of Gig Harbor, Washington, want to find another one.

The Ajaay Chuck rode back then lived in the Thompson family tool shed for three years, the arrangement being that Chuck could ride it as long as he did the maintenance. "It was sort of inherited through a group of friends who basically didn't want their parents to know that they had purchased it," Chuck says. But the owners' visits became fewer. "At the end of the day, I was getting more use out of it than they were. My owner friend finally decided to pick the bike up and soon after he sold it."

Chuck had owned some smaller 2-stroke Harleys before, but says "to me, they weren't what cycling was all about." But the AJS was something else. "That was my dream bike. It had a tandem seat, so once you got on the bike it felt like you were sitting on a horse saddle. The throaty mufflers provided a sound all its own, and the sound of the Amal carb sucking air and feeling the torque of this 'little beast' as you shifted through the gears."

The Ajaay also taught Chuck a lot about working on British motorcycles. "If you're an English bike owner, you know what this means!" Chuck says. He also searched out books and manuals for the AJS, many of which he still owns today.

"Those are all a part of the history of the bike ... everything that would be needed in conjunction with repair work, and it's been used quite extensively." Chuck found his present Model 20 on eBay in Australia around 2002, bought

it, and had it shipped to the U.S. "It has been in restoration ever since it hit dry land," Chuck says, even though it had undergone renovation in Australia.

The Lucas K2F magneto had to be replaced, along with the voltage regulator. The dynamo was rebuilt, a blown head gasket replaced, and a new carburetor fitted. Chuck kept meticulous notes of the work he did, and even devised a novel method of sealing the notoriously leaky "oil bath" primary cover. The rear wheel was out of alignment and the wiring harness needed a lot of repair, as well as the main headlight switch, which had to be rebuilt. "You don't just go out and buy another switch," Chuck says.

A replacement dual seat came from Walridge Motors (www.walridge.com), as did a set of running lights for each side of the headlamp. Shrouds were missing from the Jamptop rear shocks, so new items were sourced from a local maker. And although the gas tank was dent free, Chuck decided to have it repainted and pinstriped. The front fender was in "bad shape," and was powder coated. Chuck says his restoration was aided by several local enthusiasts, who helped out with parts and services.

Since getting the Model 20 up to his standard of finish, Chuck sticks to a fastidious detailing routine that can have him spend two or three hours just on the front of the bike, including cleaning



AJS 20B models are fairly rare, so owner Chuck Thompson takes special care of his.



The AJS badge on the engine case, below the cylinder barrel, is a neat touch, along with the front fender "pedestrian slicer."

spokes and rims. The Ajay gets started at least once a week in winter, and has to pass a checklist of all its functions before being put away! "It gets manicured pretty thoroughly at least once a month," Chuck says.

Saddle up

So what's the Model 20 like to ride? "It feels like you just got on the saddle of a horse," Chuck says, "particularly with that tandem seat. You don't just get on and ride. It's not a lightweight in the sense that you've got to watch when you start it. You've got to pay attention.

"These bikes were never designed for interstate highways; 45 or 50 miles per

hour, that's about how fast you wanted to go because the bike would vibrate too much. I try to protect the bike in keeping it away from traffic as much as possible." Chuck also finds the period brakes reluctant to stop the bike. "You have to downshift in most instances and plan to stop — as opposed to just stopping!"

Chuck notes with pride that the Barber Museum, the largest vintage motorcycle museum in the U.S., does not have a Model 20. "This is something that is scarce," he says. "There are very few left out there." He's offered to loan it to the museum, but Barber doesn't borrow bikes, preferring to own them outright. Chuck is reluctant to part with

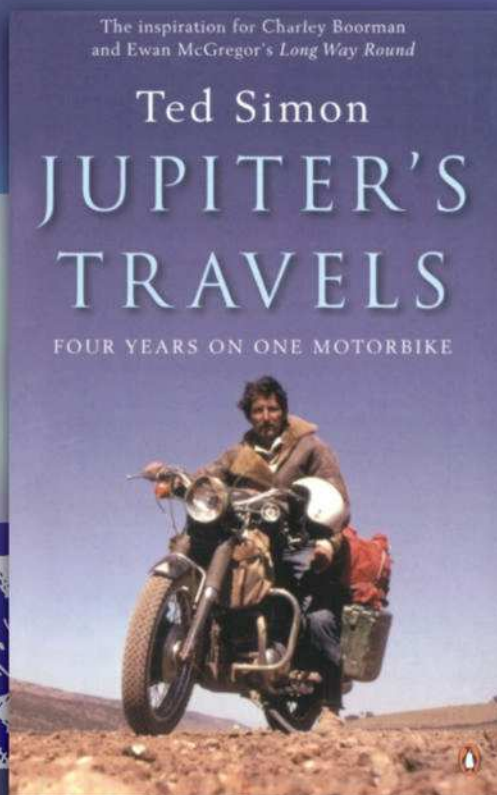
the Model 20 right now, intending eventually to pass it along to his son.

One story Chuck likes to tell: Riding back from his local hardware store one time, he realized he was being followed by a truck. After several maneuvers to try to get the truck to pass him, Chuck pulled into a subdivision and stopped. The truck did the same. The driver admitted he just wanted to listen to the Ajay: "I didn't see the bike but I heard it." The driver claimed he could tell it was a Model 20 by the exhaust note. "This particular bike has somewhat of a personality," Chuck says. "It sounds different from a BSA, a Triumph. It has a sound all of its own." **MC**

A Time-Honored Story of Adventure, Exploits, and Vintage Motorcycles

This classic book, originally published in 1979, recounts the enthralling tale of journalist Ted Simon's trek around the world by motorcycle from 1973 to 1977. In four years he covered 78,000 miles through 45 countries on a Triumph T100 500cc motorcycle. Almost 40 years later, this 456-page, time-honored book continues to change lives and has inspired many more to conquer their fears and travel the world.

ORDER TODAY
\$24.95



Motorcycle
CLASSICS

Call 800-880-7567
or visit www.MotorcycleClassics.com/Store to order!
Item #6468 | Mention promo code MMCPAIZ3



IT'S NOT
A HELMET.
IT'S A
MUST-HAVE.

01

Safe and sophisticated – the new SCHUBERTH 01. Its modern design, stylish colors, and perfect fit make it the ideal complement to any ride. schubertth.com



SCHUBERTH



Dragging pegs at Road America, Turn 6.

THE WIDOWMAKER AND THE IDIOT

Restoring and racing a 1975 Kawasaki H1

Story and photos by Anders Carlson

It makes sense that a motorcycle designed to stimulate adrenaline and invite bad decisions has the same power when broken down and parked in a barn. My first glimpse of a Kawasaki triple came in *A Century of Japanese Motorcycles* by Didier Ganneau and Francoise-Marie Dumas. The triple shown on Page 96 disengaged my frontal lobe and raised hairs on my arm just looking at it. The third pipe was a middle finger to the EPA, your parents, Ralph Nader or anybody else trying to keep you down.

While Honda wanted to grow the U.S. market with easy-riding bikes with push-button starting, Kawasaki just wanted to dominate anything unlucky enough to line up next to it. Before anyone cared about emissions standards or product liability, a large 2-stroke street bike was a fine marketing idea. Kickstart-only with a 500cc 2-stroke 3-cylinder engine, the H1 was extremely wheelie-prone. Old Hondas got parked in a barn and forgotten. Kawasakis got wrapped around telephone poles. Dangerous and crude, the H1 gave Kawasaki a reputation that makes money to this day.

Result and causation

My 2-stroke obsession stems from the belief that they run on magic. The kind of magic that finds your card in a deck or produces a quarter behind your ear. Sleight of hand and misdirection. Result and causation. The power-stroke itself inducts fresh fuel to feed the next satisfyingly smoky bang. Fresh fuel passes uneasily next to spent charges, helped by chamber exhaust



pipes that use sound and air pulses to keep them distinct. The alchemy of guesswork and intuition that goes into optimizing transfer ports hints at divinity. Religion is a touchy subject, so magic it is.

Today, the danger from power surges and poor handling has been replaced by threats to sanity when hunting down unobtainable oil lines, exhaust baffles and stators. You could buy Honda OEM pipes until about 15 years ago. But Kawasaki considered its work largely done after assembling the motorcycle. Some 40 years later, the current aftermarket craze for CB café, tracker or brat styles actually make OEM Kawasaki parts seem affordable — if you can find them.

So when a poop-brown/caution-tape-yellow 1975 H1F appeared, I jumped at the chance to offer too much money with zero thoughts as to why it didn't run. It had been recently purchased in Wisconsin from a deceased hoarder by 6-Volt Cycles owner Jason Koschnitzke, who's forgotten more than I'll ever know about motorcycles. It came with no further backstory. Seemed like a safe bet.

Almost complete except for a front brake and showing 5,009 miles on the clock, it seemed a steal. Theft is right. Knowing nothing about H1 restoration, getting a runner would involve stolen luck and favors in equal measure. With the wife out of town, I plunked down \$1,500, took delivery and began figuring out what I'd gotten myself into.

Diving in

Far from producing smoky burnouts, it's extremely stationary. It smells like old socks, bong water and stuff with California cancer labels. Pipes are good, as is most chrome, with the tank being dented but amazingly rust-free. No title. Paint is unspectacular but original. Most charming of all, a small saucepan has replaced the stator cover. The rear taillight is crooked, like it's pulling to the right. That might be something to look into. But it's mine. I'm undertaking a project few folks would attempt. The first thing I master is showing it off. Pictures are taken and

people stop by to see it. It's a pre-race victory lap. But I'm broke. Instead of working on the bike, I'm working to raise funds.

The plan is for a thorough, but not cosmetic restoration. I want a "sleeper" that's faster and handles better than stock. Clean and shiny doesn't make anything go faster. Disassembly is free, so I dive in. Oh boy. H1 mileage is measured in quarter-miles. Rode hard and put away wet, they earned rest once their owners were in a cast. The instrument cluster is crushed, with handlebars skewed. The stator is mangled. The wiring looks OK,



First picture with the bike, before noticing the lack of front brake.

An hour wrenching for every minute you get on the track.

except for wires dangling from the kill switch. The previous owner just hot-wired it.

The mist of old 2-stroke oil covering it preserves rubber bits. The tires are fossilized. Neither air box nor oil tank contains dead animals, though the filter is filled with old Chinese newspapers. As for the engine, seals are shot and the crank needs rebuilding. The piston rings are immobilized in a tar pit of burnt oil and friction welding. The cylinders are cave paintings of poor maintenance and oversight. A half-millimeter overbore won't be enough. And one baffle is missing — one of the most unobtainium bits. It's enough to piss off a pope.

Still, there are positives. The wiring's in great shape, with gorgeous 6-point connectors. The chrome and the pipes are a solid 8/10, and the original air box is present, a tough thing to find. There ends the good news.

Spending money begins

A disposable new ad job brings disposable income, so cylinders and heads get sent to Millennium Technologies in



Wisconsin, along with new Wössner pistons for a 1mm overbore. The crank is sent to Dave's Triples in California and returns in immaculate shape, balanced and with new bearings and seals.

Next up is the frame. It's bent, and so is the swingarm. The rear shocks sashay to the right, rendering the frame useless. eBay turns up another swingarm, with homemade bracing. Which is also bent. As is the next one I source. Apparently all H1 parts have a shark-tooth necklace-wearing kid in 1978 in a body cast to thank for their existence.

A second frame turns out to be an H2 frame. I waste four hours driving back to return it, and come home with a rusty '73 H1 frame — which is also bent. Only an idiot trusts idiots.





But the new frame has decent wheel geometry, so it stays. New tapered steering head bearings go in, and the swingarm gets rebuilt. A new steering damper is sourced, since the old one “came off.” I flip the forks to install a trailing-edge Ninja EX500 front brake. With a drilled rotor, I’ll have improved stopping power. Especially with new Avon tires.

Nobody makes oil lines anymore. So I buy old ones reconditioned by a Kawasaki Triples forum member. Three molded plastic lines, each with differing diameter and length, mate to the engine block with banjo bolts containing check valves. Blue 2-stroke oil, not unlike Smurf’s blood, flows through them. Built right, they transport the lifeblood of the engine. Built wrong, they don’t. A favorite mistake is to over-tighten the banjo bolts instead of using fresh crush washers. Fun stuff. I get strong oil flow to No. 1, OK flow to No. 2 and somewhat less to No. 3. After a day of squinting and testing, the flow rates seem comparable. I replace oil pump seals, adjust the cable, and pray it’s right-ish.

Seek and ye shall find

More crash damage. The bottom left engine mount is broken off. ChiVinMoto hero Brett Kurtz comes to my rescue and TIG welds things back to form. The stator is totally wadded, so I source one via the Triples Forum again. Fun fact: The first H1 in 1969 had a primitive electronic ignition, but Kawasaki reverted to points to keep the list price under \$1,000 before switching back in 1973. I decide against keeping the saucepan as a stator cover. A used one is sourced along with an oil pump cover, the old one being cracked in half.

An instrument cluster is bought and repainted. I rebuild the speedometer to show off the low mileage, but fail. It looks good, though. The idiot lights work, appropriately enough. New right-



Piston No. 3, “customized” by Road America (left). Slightly “repaired” right-side metal side cover (top left). Things you’re not meant to rebuild, like the speedometer (above).

hand controls and bright red coil wires and spark plug boots go on. Does red complement brown and yellow? Probably.

Projects are like Pixies songs. There are loud and quiet parts. Sometimes obsession drives you into a flurry of activity. Sometimes the bike just glares as you ignore it in the garage. One day it’s Pygmalion, and the next it’s a millstone around your neck. The dream of wrist-snapping wheelies lives alongside nightmares of everything going wrong. The \$600 rebuilt crank could hydro-lock itself into a doorstop. A speck of dirt might weld the Wössner piston to the cylinder. I worry and fantasize in equal measure.

But in December, I swallow hard and kick it 10 times before it sputters to life. “Life” might be a stretch. But it’s not dead. The timing is OK and it’s running rich. But I could twist the throttle all night. The most satisfying sound cracks to life every time my wrist twitches. It’s like doing coke through a party favor. At 7,000rpm, a tenor growl emerges from the buzz-saw whine. I fill my garage with victory smoke and the spray of High Life.

Triumph is short-lived. The next few weeks are all fouled plugs and air leaks. One cylinder abruptly quits, then another. I bring pocketfuls of plugs wherever I go, but I end up pushing my untrusty steed a mile home. Twice.

Trading mechanical and wrenching failures for judgement and planning failures, I shelve the H1 in favor of my CB360 “race bike” (See *Of Pride and Pointlessness, Motorcycle Classics*, May/June 2016). I spend all summer trailering the worst race bike in existence all over North America, before preparing my workhorse CB750 for the annual fall trip to Wisconsin. The H1 sits idle, more metaphor than motorcycle. A winter layoff turns into spring. Attention turns to the 2016 AHRMA season. The CB360 is already prepped and “proven” on the track. Proven and boring.

But the H1? Tempting.

Race prep

A 500cc 2-stroke fits into several classes, but the easiest is Production Heavyweight. You just need to safety-wire the bike and secure an oil-catching cloth under the engine. And add decent tires, a better front brake and a decent tune.

Brett Kurtz convinces me to get mathematical with squish bands. Blessed with an engineering workplace, he mills down the heads to get closer to the magical space between head and piston crown. What’s the magical distance? If you know, it’s not magic, right? We aim for less than a millimeter, with copper head gaskets.



Black scuffs show heat damage. Shift fork was replaced (above). Crazy Kawi side stand lean is part of the charm (right).

I miss the Blackhawk track day and precious weeks of prep get wasted. Power is missing. Former H1 owner Matt Joy counsels the importance of hunting down air leaks. I think I've sealed everything properly, but no life-threatening horsepower or wheelies are to be had. Pods are removed, inspected and replaced. I go with the 3-into-1 "snorkel" carb intake and single K&N air filter sans airbox. More on that later.

I'm pretty good at safety-wiring and procrastination. The night before, ChiVinMoto folks swing by and bring extra drills since mine dies after about two holes. Local Ducati guru "Darmah Dave" Eulberg gives me a set of castoff Pantah rear shocks, and suddenly I've got a budget racer.

This year, my pit mate at Road America is the multi-talented Stephen Pettinger. He's racing a beautifully sorted Honda CB750F sporting a Yoshi replica pipe, oxygen sensors for proper tuning, and Race Tech springs. He scores us giant white plastic sheets to place under our bikes in the pits. This saves a lot of hunting in the grass for errant bolts and shows off oil stains, too.

As usual, my bike arrives un-tuned and un-ready with three major problems. The big one is the gearbox. I can't find gears one through three after being in four and five. When stopped, I find low gears and neutral, but not at speed. Road America is a fast track, but I probably need more than fourth and fifth gears.

I inspected the shift drum when I had the engine apart. It looked off, but I reattached the cases anyway. My thinking was, "it probably needs to get broken in, or something." Friday practice disproves "or something" as a theory. Once I hit fourth gear, first through third are gone. But it's possible to get around the track in fourth and fifth, feathering clutch and throttle. Turn 5 is tough, as it's a sharp left-hander before an uphill charge. But I've got powerband. Time to give this clutch a good death.

On the positive side, I meet tons of nice folks in the pits as I fix stuff. There's no shortage of curious onlookers. If they're going to be impressed, now's the time. They won't be impressed once the bike is on the track.



Race day

Saturday arrives, and a total of five people enter the Production Heavyweight class. There's a chance at wood if I just finish. Arriving at hot pit lane early, I stew in my leathers, inhale 2-stroke fumes and pray the bike won't overheat. The warm-up lap starts and Wisconsin country air courses through fins and absorbs my bluish exhaust haze. Best of all, the shifter actually goes into first gear.

Of all my problems, handling isn't one of them. The Ducati shocks settle the rear nicely, and the Avons are wonderful when warmed up. The wide superbike bars give me nice leverage in turns, though they require ridiculous tucks on the straights. The front forks have a lot of travel, but are solid under load, especially in Turn 8 and the carousel. When compressed at a 50-degree lean angle and 50mph, frame and suspension are supremely predictable. Flexi-flyer? Hardly.

Saturday's race sees me considerably off the pace. But with no one around, it's time to have fun. Might as well flog the tires, grind pegs and try for decent lap times. The straights are fun and my non-gearing suits Turns 7 and the carousel nicely. Going through Turn 5, flogging the clutch in fourth gear gets me some strange looks. "What on earth is he doing to that poor bike?" I imagine they're thinking. There are two reasons I'm doing this. First, all H1's exist to torment their owners. It's my turn to be tormenter. Second, after two laps, two competitors pull off with mechanical problems. Just by finishing, I get a completely undeserved 3rd place.

The awards ceremony makes it official. Racing in a tiny

Sometimes white whales
come in brown and yellow:
author and motorcycle.



class, I score a trophy. It's unimpressive, but everybody offers the old adage, "first you must finish." I get a Bronx cheer from the ChiVinMoto group and it's on to Sunday's races. It begs the question: The bike's a finisher. But will it not blow up?

Lap 2 of Sunday's race answers with a curious pinging noise. It continues until I reach Turn 14 on lap 3. Deciding against pitting, I gamble for the sake of another trophy. Cresting the hill on the front straight, a slight squealing sound comes from my rear tire. The engine abruptly quits, and with it all acceleration. I do believe I'm skidding.

Something's obviously wrong so I pull the clutch in, put my hand in the air and coast to a stop in the grass. I find neutral, and that's it. A polite crash truck driver arrives and loads the bike all by himself. Good thing, I'm spent. The engine seized at close to 100mph, but without a speedo it's hard to say. It's actually pretty uneventful.

Going up the ramp, a healthy amount of oil dribbles out pipe No. 1. Also, the air filter is no longer attached to the "snorkel." As alluded to earlier, running the air filter without the airbox caused it to vibrate loose leading to a sudden, massively lean condition. No wonder it ran great for a couple turns. The pinging was pre-detonation from fuel igniting before the spark plugs fire. To wit, piston No. 3 gets holed and aluminum chunks wedge themselves into the transfer port, resulting in seizure. Piston No. 2 had almost no crown left, with rings nicely welded in place. Piston No. 1 looks great. It's still more fun than tuning valves.

Digging deeper

Home and sober, the autopsy commences. As expected, the No. 2 and No. 3 jugs need re-sleeving and re-boring. The crank's fine. The No. 2 and 3 pistons are a paperweights or trophies, depending on your approach to life. The rods are OK, and there's barely a flat spot on the rear Avon.

The missing power? The No. 2 base gasket loops inward, creating a proper air leak. Failing to suck healthy amounts of gas and oil through the transfer ports, the No. 2 piston ran lean and under-lubricated. But it didn't blow up, so credit where it's due. In reviewing shop notes, I was apparently aware of inconsistent oil line flow. They read like a prophecy, "Weak flow to No. 3, OK flow to No. 2. Strong flow to No. 1."

Lessons learned

These projects are a logic test. How do you deal with problems? Rebuild carbs and re-synch? Crack the cases and hunt for air leaks? Again? The answer must be yes. If you're just explaining away unwanted findings instead of acknowledging issues, you're failing. You can't outsmart physics, thermodynamics and chemistry. It either runs or it doesn't. Or it blows up. There are no shortcuts, unless you're paying someone else to build it.

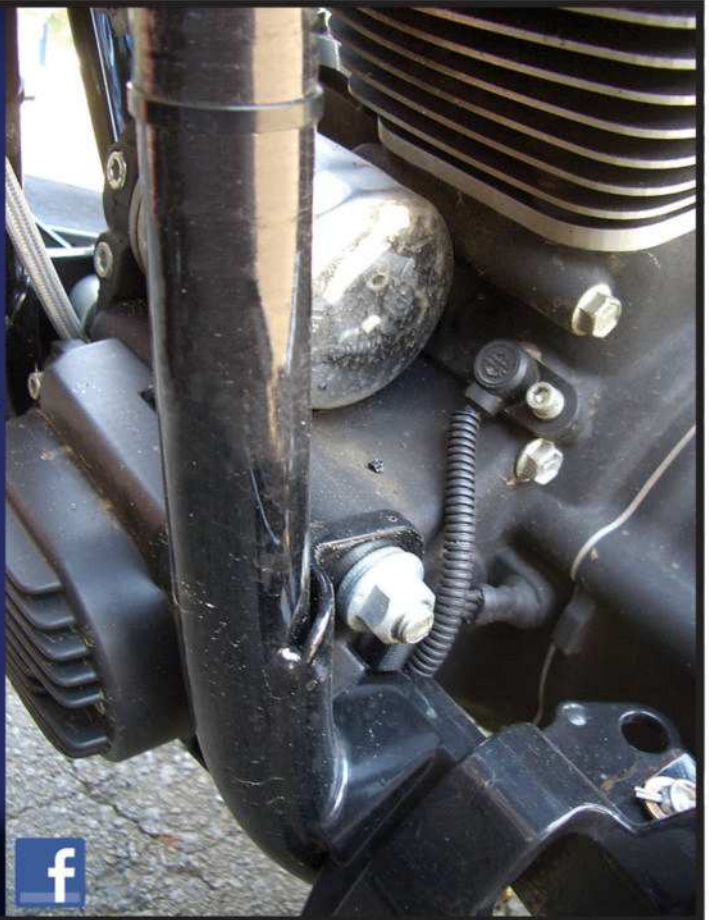
Some two years later, the bike is finally back up and running. For its own sake, it's been neutered with stock settings and it is paying dividends. Literally. As a prop in a photo shoot, I earned \$300. All I had to do was stay up until 1 a.m. fixing a stripped bolt on the oil pump, then ride it through driving rain to the studio. Victory and comeuppance ride pillion on the H1.

My tenure as Triple owner is coming to an end. Time for the next regret. Their danger is as much to sanity as life and limb. Made of poor decisions, the H1 quickens the pulse and dilates pupils whether you're twisting the throttle or hitting "Buy It Now" on eBay. I'll miss it. Nothing matches the sound of leading a battalion of angry bees with chainsaws. Or having a powerband that's a joy buzzer to your adrenal gland. Or the pride of being among the few to properly tune one. True, I was kind of an idiot to buy my "Widowmaker." But idiocy became a most rewarding lunacy. Maybe it's all the smoke I inhaled, but all I remember are the good times. **MC**

Put it where the sun don't shine!

Those dark, hidden places can kill your steel. Dirt builds up and traps moisture. Next thing, corrosion starts. S100® Total Cycle Cleaner is the answer. Its creeping power can get to places you can't reach or even see. Then its penetrating action zaps even the toughest stains. (It's even got a corrosion inhibitor so it washes safely.) Ordinary washes and cleaners can't do all that! No wonder it's been the favorite of bike makers themselves for over a generation. Protect your expensive investment with the best cleaning it can get! Find it at better bike shops.

Learn more at www.s100.com.



Over 3,000 parts available!!



CB750K series
750 Four



YAMIYA ONLINE STORE

CB400FOUR series

SUPER SPORT

400 FOUR



www.yamiya750.com



MOTORCYCLE YAMIYA

PHONE / 81-52-452-7230 FAX / 81-52-452-7231
E-mail / info@yamiya750.com



JAPAN QUALITY



Motorcycle Yamiya 闇矢屋

Please click "like" our facebook!
Check out our new arrivals and special info!

Monthly Campaign!!



PHILLIP ISLAND 2018

American riders go Down Under

Story by Hamish Cooper
Photos by Phil Aynsley

Australia's biggest vintage motorcycle race festival moved up a gear for its 25th anniversary, Jan. 26-28, 2018. Retired World Superbike heroes Troy Corser and Colin Edwards lined up for their respective teams in the International Challenge showdown between Australia, the U.K. and the U.S. for some spectacular racing, with the Aussies finally winning the trophy back from Team U.K. after three years.

The International Challenge is run over four six-lap sprints of Phillip Island's 2.8-mile, 12-turn MotoGP circuit. The field is dominated by Forgotten Era (pre-1983) machines, but the bike that usually wins is based on Suzuki's XR69 Formula One racer of the early 1980s. Team U.K. brings out Harris-framed XR69s, mainly powered by Yamaha FJ1200 engines and raced by top U.K. racers like Jeremy McWilliams, Peter Hickman and Michael Rutter.

Corser boosted Australia's chances with some brilliant dices, but Aussie David "Davo" Johnson, who raced for Norton the past two IOM TTs, was top point scorer on a Suzuki-powered XR69.

Team USA fielded its strongest team yet, with Jake Zemke, Jason Pridmore and Barrett Long joining Edwards. Pridmore was heading for a top-five finish in the points table when his CMR-framed Yamaha expired. Edwards was the top U.S. scorer, in eighth place.

Edwards teamed up with Hyper-Cycle's Carry Andrew, who built up a Yamaha-powered XR69 replica using a frame built by CMR Racing Products. "I don't do things half-assed," Andrew said. He came to the Island Classic three years ago to race his Kawasaki Z1, and was bitterly disappointed that Team USA wasn't challenging the front-runners. "I knew if I built the best bike I could and got the best rider I could, things could change," he said. A planned major test at Willow Springs before the Australian trip lasted just two laps before the engine broke. "All we need is one good hour of testing on an empty race track and we'd be properly dialed in," Edwards said at the end of a hectic week.

Team USA was looking like a title contender before both Pridmore and Zemke's machines broke down. Meanwhile, Long's TZ750 expired early, but he gathered solid points for the team on a borrowed Harris-framed 1,260cc Kawasaki.

Americans competed in several support classes to the main event. NYC Norton's Kenny Cummings summed up the attraction of Phillip Island after racing his 1968 Seeley G50 500cc all weekend. "I came to Phillip Island a couple of years back, and ever since then it's been inflated in my mind as some kind of magical place. Now I'm back, and I'm happy to say it's still magical." It was Cummings' first race since a monster crash at Barber in 2016.

Held on the annual Australia Day weekend, the Island Classic (phillipislandcircuit.com.au) is an excuse for a winter break in the hot, dry sun Down Under. See you there next year. **MC**



Facing page: Although not part of the team that competed in the International Challenge races, U.S. riders raced in support classes under the banner of Team USA.

Clockwise from left: Special guest Giacomo Agostini with, naturally enough, a pair of MV Agustas; Team USA's Barrett Long on the 1,260cc Kawasaki; Kenny Cummings and the NYC Norton Seeley replica; this replica Mead & Tomkinson 1971 BSA B50 500cc hit the track, ridden by Aussie Neil Stuart; Aussie celebrity stuntman Dave Russell's Hayabusa-ized Honda Cub; Aussie Dean Oughtred raced this replica 1970 Honda CR750; top U.S. scorer Colin Edwards on the Yamaha-powered Suzuki XR69 replica.

*"When the time is right...
will you be ready?"*

Fire it up with KickMagic created & built by
The Classic Bike Experience

Phone: 802.878.5383

Classic Bike Experience & KickMagic
proud sponsors of the DGR Sept 30 worldwide...



KickMagic Pneumatic Starter kits:

- **EASIER** kick starting
- **SAFER** with no kickbacks
- **FASTER** engine starting RPMs

KickMagic
A product of Vermont

**For vintage Triumph owners
who want some extra 'umph
in their kickstart!**

KICKMAGICSTARTER.COM

Circle #4; see card pg 81

GREAT FOR ANY CLASSIC MOTORCYCLE ENTHUSIAST!



Motorcycle Classics Hat

Adjustable baseball-type hat embroidered
with *Motorcycle Classics* logo.

\$10

Item #7657

To order call 800-880-7567 and mention promo code **MMCPAIZ7**
or visit www.MotorcycleClassics.com/Store



HEAVYWEIGHT HONDA

Japauto 1000VX

Story by Alan Cathcart
Photos by Kel Edge

It's now exactly 50 years since Honda changed the face of motorcycling forever with the October 1968 unveiling at the Tokyo Show of its 4-cylinder CB750, the first such volume production street bike to be produced anywhere in the world.

The arrival four years later of the bigger, faster, 4-cylinder 903cc Kawasaki Z1 meant Honda dealers around the world would have to work a little harder to keep moving the huge number of such bikes they'd become accustomed to selling once CB750 deliver-

ies got properly underway. And nobody tried harder than France's largest Honda dealer, Paris-based Japauto.

Japauto patron Christian Vilaséca was an entrepreneur who, after taking control of his family's large GM car dealership in 1961, founded Japauto in 1966 to import Honda motor cars. But Vilaséca also planned to cash in on what he was convinced would be Honda's domination of the motorcycle market that would grow exponentially as they developed new models. History tells us he wasn't wrong — and the debut of the CB750 was the first step in Japauto's explosive growth, which would quickly see it become Europe's largest motorcycle dealership, selling more than 2,000 new bikes each year.

Going racing

Once the first examples of the CB750 reached the Japauto showroom, supply was initially much more problematic than sales. But still, Vilaséca was eager to demonstrate that the new bike was reliable as well as fast, so he decided to go endurance



1975 JAPAUTO 1000VX

Engine: 969.8cc air-cooled SOHC inline Honda 4-cylinder, 70mm x 63mm bore and stroke, 8.6:1 compression ratio, 83hp @ 8,000rpm (at rear wheel)

Top speed: 136.7mph (as tested)

Carburetion: Four 28mm Keihin PW

Transmission: 5-speed, chain final drive

Electrics: 12v, coil and breaker points ignition

Frame/wheelbase: Dual downtube tubular steel double cradle frame/58in (1,475mm)

Suspension: 35mm Showa telescopic fork front, dual Koni shocks w/adjustable preload rear

Brakes: Dual 11.65in (296mm) discs front, SLS drum rear

Tires: 100/90 x 19in front, 110/90 x 18in rear

Weight (dry): 455.4lb (207kg)

Fuel capacity: 6gal (23ltr)

Price then/now: \$8,460 (488,000 pesetas)/NA



Twin Koni shocks keep things in check at the rear (far left). The single seat features a hump with room for tools (above).

racing with it. To that end, Japauto prepared a CB750 to compete in the 1969 Bol d'Or 24-hour race to be held at Montlhéry, just outside Paris. Japauto manager Robert Assante recruited two 19-year-olds — racer Daniel Urdich and an apprentice mechanic in the Japauto workshop, Michel Rougerie! Future GP star Rougerie and Urdich scored a fairytale win to deliver the Honda CB750's first-ever victory in its debut race, finishing 10 laps ahead of a trio of 500cc H1 Kawasaki 2-stroke triples. It was the first time that any 24-hour endurance race had been won by a 4-cylinder motorcycle.

The commercial benefits of this victory gave Vilaséca the excuse he needed to take Japauto racing seriously. So for the 1970 Bol d'Or, Japauto developed its own big-bore version of

the Honda's engine, which from 1971 onwards it marketed as a kit for street bike customers, called the 950SS. This used 70mm CB450 cast pistons running in the honed-out stock CB750 cylinder block, retaining the standard forged five-bearing one-piece crankshaft and turning the CB750's original long-stroke single overhead cam 61mm x 63mm 736cc engine into a meatier, more potent

and especially more torquey 969.8cc short-stroke package (70mm x 63mm). This was installed in a lightly reinforced stock chassis fitted with twin front disc brakes (the standard CB750 had just one) and a 6-gallon Read-Titan fiberglass fuel tank and

Alan Cathcart rides the 1975 1000VX on the twisty Spanish roads outside Barcelona.





three-piece Churchgate fairing, both imported from Britain. Ridden by Assante and Daniel Rouge, the so-called *Monstre du Bol* initially ran up front in the race, but was delayed first by gearbox problems, then by a crash that led to the alternator breaking off the crank. The patched-up bike limped home 20th, behind the winning Triumph triple ridden by Paul Smart and Tom Dickie. This disappointment caused Vilaséca to reason he should enter a second machine for Japauto's annual Bol d'Or 24-Hours foray, so with the 1971 race transferred to the Bugatti circuit at Le Mans, Japauto prepared a pair of bikes. Both bikes retired before the end of the race, won yet again by a Triumph triple, this time ridden by Percy Tait and Ray Pickrell.

All or nothing

For 1972 Vilaséca decided to go for broke, commissioning three Dresda frames from British chassis specialist Dave Degens. The three 970cc Japautos wore distinctive bodywork with a one-piece seat/tank unit, each painted in different colors matching the French tricolor flag! The blue bike of Christian Bourgeois and Thierry Tchernine retired with a broken crankshaft and the white one of Assante and Guido Bettiol finished ninth. But the red bike, comprising a French-developed Japanese engine with a British 5-speed Quaife gearbox to resolve the transmission problems of the past, fitted in a British chassis with British bodywork, was ridden to victory by Roger Ruiz and his new teammate, Gérard Debrock, in front of a crowd of 70,000 fans. After that, all future Japauto racers were painted in what was deemed the team's lucky color, red, and that applied to its road bikes, too.

For 1973, Vilaséca countered the advent of the Kawasaki Z1 by concocting something even bigger: the new Japauto 1000VX road bike. Its standard CB750 frame carried twin 11.65-inch stainless steel front discs with single-piston Tokico calipers from the

recently introduced CB500 Four, Koni or DeCarbon shocks, and was powered by Japauto's own 70mm x 63mm 970cc version of the CB750 engine, bearing special Japauto outer covers. This now featured lightweight French-made Bretille forged pistons with offset crankpins and Meillor rings, running in the cast iron sleeves of a special big-bore cylinder block with more extensive finning. This was made for Japauto by Le Mans-based JPX.

Coupled with a 4-into-1 Laborerie exhaust, the modified big-bore Honda engine transmitted 83 horsepower to the rear wheel at 8,000rpm via an uprated duplex primary chain and the stock CB750 5-speed gearbox, but with much longer 18 x 43-tooth gearing (compared to a stock CB750's 15 x 41-tooth) via a nylon rear sprocket. This longer gearing and extra power made a top speed of 136.7mph achievable in French magazine tests, while still running stock 8.6:1 compression and breathing through stock 28mm Keihin PW carburetors. This contrasted with the stock CB750's 66 horsepower and 115mph top speed, and delivered the necessary riposte to the Kawasaki Z1's 78 horsepower and 130mph potential.

More options

Cast aluminum JPX wheels were a 1000VX option to the stock 19-inch front and 18-inch rear Akront wire rims, and the dual-seat VX Vitesse version as well as the full-on 1000VX Bol d'Or Replica, essentially a road-legal race replica complete with the Japauto racers' ultra-distinctive shark-nosed bodywork, were later available as an option. The Bol d'Or Replica had twin externally mounted Cibié headlamps, and a concave curve to the ultra-protective fairing's "snout," which was claimed by its creator, Claude Morin, to increase downforce on the front wheel. All 1000VX Japautos were delivered with their large 6-gallon fiberglass fuel tank fitted with twin endurance-style filler caps, matched to the



The warning light cluster reads Japauto. A stock 738cc block; a honed 969.8cc block; a 1000VX block with more finning (right).

stock CB750 dual seat, though a plushly upholstered single seat with room for tools in the seat hump was available as an option.

Around 250 examples of the Japauto 1000VX were built in total during the next five years, before Vilaséca decided to stop manufacture in 1978. With the impending arrival of Honda's new twin-cam 16-valve 95-horsepower CB900FZ in February 1979, the Japauto big-bore no longer made sense.

These street bikes all carried the newly created Japauto motorcycle badge, depicting the head of a wild buffalo complete with horns, which Vilaséca — himself an avid big game hunter — admired for its tenacity, aggressiveness and endurance. These were qualities he sought for Japauto's race bikes, and the two trophies on the badge naturally depicted the firm's two Bol d'Or victories. In 1973, Gérard Debrock, teamed with Thierry Tchernine, had made it two wins in a row and a third in five years for Japauto, leading a Bol d'Or 24-Hours blighted by 15 hours of torrential rain to victory at Le Mans, two laps clear of the runner-up BMW, next best out of the 58 starters.

In 1974, Vilaséca opted to race outside France for the first time, in the grueling Barcelona 24 Hours in July, where Japauto riders Roger Ruiz and Christian Huguet finished second behind the victorious Godier Genoud Kawasaki. This appearance was occasioned by Spain becoming an important export market for the French company. The importation of Japanese motorcycles was banned under the Franco government, in order to protect the local industry. But a Japauto was deemed to have at least 60 percent of its value (including not only parts, but the cost of assembly) emanating from other than Japan, making for a convenient if costly way for Spain's wealthy elite to buy a 4-cylinder Honda — made in France!

Considering that the VX1000's \$8,460 price tag (488,000 pesetas) was more than double the equivalent of the retail cost of a stock CB750 in France, and over three times the price of a \$2,600 (150,000-peseta) Renault R5 car, purchasing one required customers to flaunt their wealth. But Japauto's Madrid-based distributor, Tayre S.A. — which also imported Ferrari, Maserati and Morgan cars — brought 73 examples of the unfaired 1000VX into Spain, providing the canny Vilaséca with a lucrative side line to his main business, and 30 in all of the 500VX, based on a CB450 twin, at a price of \$4,680 (270,000 pesetas).

These bikes for the Spanish market, plus the single 1000VX that made its way new to Great Britain, were in fact the only such motorcycles to be officially registered as Japautos. The title of the 1000VX, as recorded on its official French *carte grise* papers, was "Honda CB750 modifiée Japauto" and the series of 74 export bikes bearing VIN Nos. 1000VX-0801 onwards were the only "true" Japautos. Great two-wheeled Trivial Pursuit question, no?

On the road

A completely original example of the 1000VX is increasingly hard to find. The bike shown here is one of the 73 bikes brought to Spain, VIN number 1000VX-0816 and engine number 1116 (stamped over the original Honda engine number). First registered on March 7, 1974, in Oviedo, capital of the Asturias region on Spain's northwest coast, the bike remained with Julio Gargallo, its first owner, for 42 years, during which it covered just 10,456 kilometers from new. It was purchased from him in 2016 by my Spanish mate Joaquin Folch, owner of a fine collection of historic bikes housed in his country estate outside Barcelona, and on a recent visit he kindly threw me the Japauto keys for a



The points cover features a Japauto script (above). The righteous slash cut muffler at the end of the 4-into-1 exhaust system.

the Legend returns...

EL CAMINO


Vintage Motorcycle Show & Swap Meet

*...a California Tradition
for 41 Years*



Sat. OCTOBER 13, 2018 - ElCaminoShow.com

Antique & Vintage Motorcycles/Parts/Items 30 years and Older ONLY

 El Camino College, Torrance CA 

Produced by TOPPING Events in association with Classic Cycle Events



**Elkskin
Gauntlets**
starting at
\$82.00

**Elkskin
Gloves**
starting at
\$59.00

Elkskin is an excellent choice for gloves
because it is both soft and strong.

FoxCreek

LEATHER
AMERICAN MADE

Use Code **MCClassics10** and **Save \$10**
off Elkskin Gloves and Gauntlets*
*expires 10/31/18

Made in U.S.A.

FoxCreekLeather.com

Lifetime Guarantee

Call: 800-766-4165

JOB CYCLE

SINCE 1978

Norton **BSA** TRIUMPH

**"WHEN YOU
WANT IT DONE
RIGHT THE
FIRST TIME"**

VINTAGE SERVICES

- Complete rebuilding of all Vintage British, Japanese & American motorcycle engines & transmissions.
- Valve jobs, cylinder boring
- Welding, custom machining, powder coating
- Complete wheel rebuilding

COMPLETE REPAIR SERVICE

**HUGE INVENTORY OF
NEW OLD STOCK AND
REPRODUCTION
PARTS FOR:**

- NORTON
- TRIUMPH
- BSA

**86 BOSTON TURNPIKE,
(ROUTE 44)**

WILLINGTON, CT 06279

860-848-0607

FAX 860-487-9916

VISIT OUR WEBSITE: www.jobcycle.com

EMAIL: info@jobcycle.com

Daily
Shipping
Worldwide



www.elektronik-sachse.de

ELEKTRONIK SACHSE

GmbH & Co. KG



Digital Ignition Systems | Alternator Regulators
Classic Tachometers | Accessories
For Vintage Motorcycles and Classic Racing
2- and 4-stroke
Moto Guzzi, Ducati, BMW, BSA, Honda, Yamaha, etc.

Busstraße 26a | 28213 Bremen | Germany
fon: +49 (0) 5409 9069826 | mail: info@elektronik-sachse.de



Thierry Tchernine aboard the fully faired Japauto racer en route to victory at the 1973 Bol d'Or race at Le Mans.

ride down memory lane, out into the Catalan countryside to the southwest of Barcelona.

By the standards of the era, the 1000VX is quite potent and extremely torquey and flexible, with a muscular degree of acceleration thanks to the JPX cylinder block. I concentrated on surfing the torque curve between 4,000 and 7,000rpm, short-shifting there rather than run the engine out to the redline.

The big-bore Honda engine is pretty responsive low down, despite using a standard camshaft and valve timing, and that's presumably due not only to the small 28mm stock carbs, but also the quick-action quarter-turn throttle that equipped all versions of the 1000VX. At 455 pounds before fuel, the Japauto is no lightweight, but it accelerates quite smartly, with a slightly muted howl from its Laborderie 4-into-1 exhaust. It has excellent midrange roll-on, and while with the taller gearing it cruises very comfortably in top gear at 75mph, with the tachometer needle parked just on the 4,000rpm mark, if you want to pull out to pass some traffic, just twist the wrist and the Japauto responds effortlessly. Truly, this was a bike ahead of its time that represented the epitome of high performance motorcycling in the mid-1970s. Sure, it cost a lot of money when new, but it delivered. Customers could be sure they were getting the fastest thing on two wheels that was also road legal.

It was a comfortable road burner, too — or at least this one was, for Señor Gargallo had chosen to fit the well-upholstered optional Japauto single seat as employed on the company's race bikes. This is a comfy seat compared to the hard bench-type stock CB750 seat the 1000VX would originally have been delivered with. The result is a relaxed, rational riding position that you get the impression would surely be ideal for endurance racing, with a semi-upright stance that doesn't place too much body weight on your arms and wrists.

A Norton Commando or Triumph triple is definitely more agile, but I found the Honda chassis to be relatively easy to change direction with. It is super stable around long, fast sweepers, where it felt solid and dependable as well as reassuring, yet it's not too physical a bike to ride. The 1000VX's Koni shocks gave good ride quality as well as more than adequate damping —

and with new Metzeler Lasertec tires, there was plenty of grip to allow a proper test of the bike's handling. The completely original Showa CB750 fork was surprisingly compliant by the standards of back then, and indeed the entire front end felt very tight and together, with no sign of chatter when I started trying a bit harder in turns. Nice.

Compared to the AP-Lockheed cast iron discs on the Ducati 750SS I took delivery of the same year this Japauto was built, which had great initial bite and didn't ever fade, the Japauto's brakes weren't as effective. Yet they still got the job done OK, and the light drilling of the discs for wet weather use would have been a bonus, too.

You must be very emphatic in changing gear on the left-foot one-down shift lever, which is pretty slow at the best of times,

although with that torquey engine and wide spread of power, that's not such an issue. Clutchless upshifts worked just fine, especially with the quick-action throttle, which allowed a quick blip of the throttle on downshifts. But where the Japauto 1000VX really scored was in the overall feeling of confidence it delivers. It feels very tight and well built. It's classy and confidence-inspiring. While very much a child of the 1970s, the

Japauto 1000VX is nevertheless a forward-looking model that offered a unique level of high performance for its day.

Always wearing his trademark cap, Christian Vilaséca was ever present in the Japauto pits during each successive Bol d'Or race, frequently taking care of refueling the bikes. It was doubly ironic, therefore, that he should suddenly pass away on the Sunday morning of the 1994 race, by which time Japauto was no longer taking part. "Endurance racing is for me a justified passion," Vilaséca was reported as saying in an interview before his death. "Above all else, Japauto is a Honda dealer which has to attract customers to its doors. You must spend money on advertising to get them there, and I prefer to do this through endurance racing. But even if I wasn't such a big fan of the sport, I'd still do it because it's been an effective way of making our company very well known." Manufacturing the short run of 1000VX road-burners, which represented the first-ever heavyweight Hondas, was a welcome side benefit of that philosophy. **MC**

"Always wearing his trademark cap, Christian Vilaséca was ever present in the Japauto pits ..."

MODERN TECHNOLOGY FOR VINTAGE MACHINES

G-3S Custom Series Shocks

- Custom Built to Order
- Made to Any Length
- Choice of Features
- Color Options

Made in U.S.A.

Fork Gold Valve Emulators® Gold Valve Cartridge Emulators offer Adjustable Damping!

Race Tech Hi-Performance Fork Springs

- Springs available in a variety of Spring Rates.

Brake Arcing
Greatly Improves Drum Brake Stopping Power!

TNK Fork Tubes
Made in Italy. Call or go to the website for your application.

RACE TECH VINTAGE SUSPENSION
racetech.com | 951.279.6655
ENGINE SERVICES NOW AVAILABLE

Circle #9; see card pg 81

**MOTORCYCLE CLASSICS
STREET BIKES
OF THE '60s!**

Revel in these classic bikes!

Motorcycle CLASSICS

STREET BIKES OF THE '60s

ONLY \$6.99!

Call 800-880-7567, or visit
www.MotorcycleClassics.com/Store
to order!
Mention code MMCPA1Z3
Item #8461

**Easy - Affordable - Effective
Leather Care Dressing**

- Keeps leather strong to protect you
- Removes surface dirt and grime
- Protects against damage due to the elements and aging
- Fixes minor scratches and abrasions
- Rejuvenates faded black leather restoring the original luster
- Prevents damage due to weather

**Condition
Preserve
Protect
PECARD®
LEATHER CARE COMPANY**

MADE IN THE USA SINCE 1902
WWW.PECARD.COM • 1-800-467-5056

Circle #6; see card pg 81

**14th Annual Barber Vintage Festival
October 5-7, Birmingham, Alabama**

TICKETS ON SALE - June 5

Visit www.barbervintagefestival.org



Featuring Colin Seeley, Grand Marshal, &
Bonhams Motorcycle Auction - October 6





1977 Suzuki GS750 charging system upgrade

Charging systems improved markedly in the 1970s, both in terms of output and component quality. But age isn't always kind, and 40 years later, many of those systems are experiencing their share of issues. Burnt or corroded contacts in the charging system wiring are something of a silent killer, creating resistance that heats up the wiring, often leading to stator failure.

That was the case with our subject 1977 Suzuki GS750, which was suffering from low voltage output from the stator to the rectifier/regulator. One of the stator's three output lines was badly burnt at its connector. The rectifier and voltage regulator were working properly, but there wasn't enough voltage output to keep the battery properly charged. The problem most likely started with mild corrosion, then as resistance built and the wires heated up the connection started burning, to the point where voltage output from that phase of the stator was blocked, leading to more problems with the stator itself.

At the same time we were looking into the Suzuki's charging problems, we learned that Rick's Motorsport Electrics (ricksmotorsportelectrics.com) was introducing a new line of lithium-ion friendly rectifier/regulators to pair with lithium-ion batteries in vintage bikes. Incredibly light and with no corrosive acid — you can mount them upside down if you want — lithium-ion batteries make great sense, but their use in vintage bikes has been somewhat limited due to the high charging voltage output on many older machines.

In a 12-volt application, a typical lead-acid battery works well with charge rates up to around 14.5 volts, but lithium-ion batteries work best with a lower voltage charge and within a narrower range as they don't like large swings in voltage, something lead-acid batteries tolerate well. Working with lithium-ion battery specialists Ballistic Performance Components (ballistic-batteries.com), Rick's has developed a line of rectifier/regulators specifically tailored to the voltage output required for lithium-ion batteries.

We wanted to try the new regulator/lithium-ion battery setup,

but first we sent our stator to Rick's for refurbishment, getting back a freshly rewound stator with new output leads. The stator rebuild for the Suzuki was \$175.95 (an off-the-shelf rebuilt stator is \$200.95, with a refundable \$50 core charge). The upgraded rectifier/regulator was \$129.95, and the Ballistic EVO2 8-cell lithium-ion battery \$169.95. You'll also need a side cover gasket, which we got from Z1 Enterprises (z1enterprises.com) for \$4.95. Rick's one-piece rectifier/regulator replaces the stock separate items, and it also takes all three phases of the Suzuki's stator instead of one of them powering the headlight circuit, a common setup back in the day to provide dedicated voltage to the headlight.

This is a straightforward job, easily within the capabilities of the average weekend warrior. No special tools are required, although we highly recommend having the correct JIS "Phillips" screwdriver for removing and installing the side cover. We used a JIS impact driver as the original side cover screws are notoriously stubborn to remove. We still ended up with several damaged screw heads, so we replaced all the sidecover screws with stainless steel Allen-head screws.

We did experience one unexpected issue that had nothing to do with the install: A corrupted memory card resulted in the loss of all of our photos of the disassembly phase. However, owing to this job's relatively simple nature, we're

confident that if you read through our assembly, you'll have a clear idea of how it all comes apart. Remember those manuals that always said, "Assembly is the reverse of disassembly"? Well, this time, just turn that phrase around!

With the new system installed our Suzuki started on the button, which it didn't before as the system wasn't supplying enough voltage to maintain the battery. A check with the engine running, with the headlight on, showed a charging output of 12.8 volts at idle, 13 volts at 2,000rpm and 13.5 volts at 4,000rpm, just where it should be. As always, we recommend having a good shop manual on hand for parts identification and proper torque specs.



New regulator/rectifier (left) and rewound stator from Rick's Motorsport Electrics.



1 The original stator from our Suzuki. Note the burned connector on the white/blue output lead, the source of our problems. As always with any electrical work, the first step is to disconnect the battery, and in this case remove it.



2 The stator cover removed, revealing the alternator rotor and starter drive. The stator is contained in the cover. During removal, we disconnected the stator leads at the rectifier, then pulled them gently with the stator and cover, not appreciating you should first remove the sprocket cover, as you'll see.



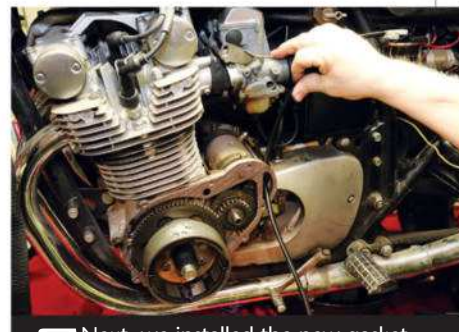
3 The stator is held to the cover by three screws. The stator output leads are secured in their routing in the cover by three metal plates. Note the relief in the stator; it must point down for the stator to fit its mount in the stator cover.



4 The stator loosely positioned in the stator cover. Note the orientation of the output lead harness, which tucks into a channel cast into the cover. It follows a clear routing path. The molded wiring grommet should be pressed firmly in place in its recess in the cover.



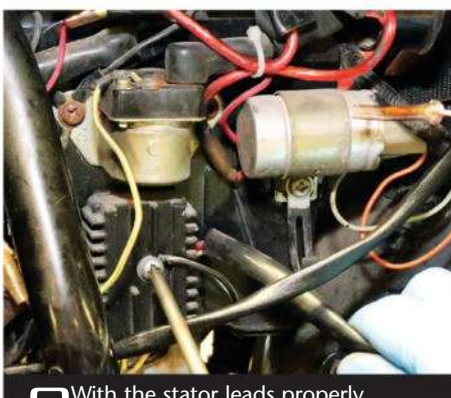
5 The stator firmly screwed into place. Note the metal bracket at roughly 12 o'clock securing the stator leads and keeping them clear of the alternator rotor, and the two additional brackets at roughly 2 o'clock and 3 o'clock holding the stator leads in place.



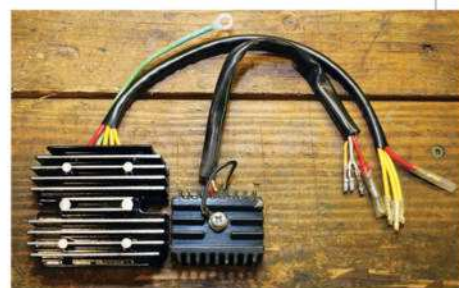
6 Next, we installed the new gasket, with just a dab of sealant to hold it in place. We then fished the stator leads up into the recess for the starter. We had removed the starter cover earlier, but at this stage we still didn't appreciate that we'd have to remove the sprocket cover.



7 The stator leads pass from the starter recess along a channel cast into the engine case before exiting on their way to the rectifier. This is why the cover should be removed first, a point we didn't appreciate during teardown.



8 With the stator leads properly routed we removed the stock rectifier, which is screwed to the side of the battery case. We had already disconnected its leads: yellow=stator; white/blue=stator; white/red=headlight circuit; red=power.



9 The stock rectifier (right) and the new combined rectifier/regulator. The stock setup sent one leg of the stator's output (white/green) directly to the headlight circuit and then to the rectifier (white/red). The new setup directs all three phases of the stator's output directly to the rectifier/regulator. The white/green and white/red in the wiring harness are simply left unused.



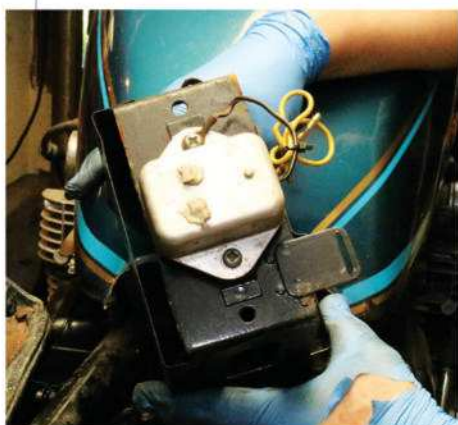
10 The stock voltage regulator is mounted under the battery box, which must be removed to access the regulator. The yellow lead went to the old regulator and the black ground lead is secured by the front battery box screw.



11 To remove the battery box, first unscrew the starter solenoid; the right screw secures the solenoid mounting panel to the battery box. Lift the mounting panel up to release it from the battery box and leave it free.



12 Remove the three battery box mounting screws, two at the rear and one at the front. Note the two ground straps secured at the front screw, one of which goes to the regulator. Pull the battery box straight up and out.



13 The battery box removed, with the stock regulator clearly visible. Remove the two screws securing the regulator and remove the regulator.



14 Using the two Allen-head screws supplied with the new regulator, secure the new regulator in place in the same location as the original, ensuring the leads will exit to the left side once the battery box is installed and with the regulator's green ground wire securely grounded at one of the mounting screws.



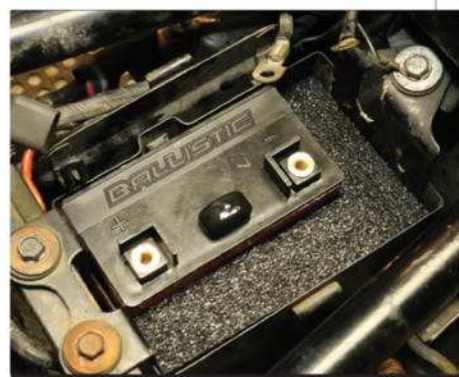
15 Reinstall the battery box, making sure to secure the ground lead at the front mount. Slip the starter solenoid mounting panel back in place and secure the solenoid and panel to the battery box.



16 Connect the three leads from the stator to the three yellow leads to the rectifier/regulator. It doesn't matter which goes where. Connect the red lead from the rectifier/regulator to the red lead from the bike's wiring harness.



17 With the new combined rectifier/regulator installed the white/blue and white/red leads for the lighting circuit are no longer used. We put heat-shrink tubing on the exposed bullet connector of the white/blue wire to make sure it was isolated.



18 Install the Ballistic lithium-ion battery. It's much smaller and lighter than the original. We used foam blocks to take up space and keep the battery secure. A plastic tool tray sits over the battery, so there's little risk of it moving vertically. Reconnect the battery.

“Repeat these two steps until you achieve success.”

Carburetor jetting

Q: I have just acquired a 1976 Suzuki TC185. The bike starts easily and runs, but has some minor problems. It has a 71.5 main jet, but my manual says it needs a 130 main, so now I doubt any of the jets are correct. What is the correct carburetor setup for this TC185? I can't find any information, much less the parts.

So far I've cleaned the carb, the air filter, the gas tank and the spark arrestor. I've replaced all the fuel lines and added an inline filter and a new spark plug. As I said, it starts and idles but then gets blubbery, like it's holding back. I think my top speed might be 30mph with the throttle wide open. I've tried the dual-range transmission and that works fine. My problem is in the carburetor, but I need to know what the right jets should be and where to get them.

Dean/via email

A: That's a sweet little scrambler you found. That main jet size is correct for the 185 twin, but not the single. The main jet should be 130, as you found out. The pilot or idle jet for that model should be 17.5. You need standard Mikuni jets. If you have a local motorcycle shop that's been in business a few years, they may have what you need on hand. If not, Dime City Cycles (dimecitycycles.com) has the jets. Just search on their site for those jet sizes.

Father's Day

Q: My dad has a 1959 Triumph 500 that has been off the road and stored for 14 years. We just had a look in the fuel tank — not good! Do you have any restoration solutions for such a mess? This tank is probably not salvageable (protective coating on interior is completely corroded with heavy scale). Everything else on bike is in very good shape. Thinking about a Father's Day gift.

Mick/via email

A: This arrived too late for Father's Day this year, but I hope you can get it sorted before Father's Day next year. With old gummy tanks I usually go through several processes to clean them, trying my best to not make a bad situation worse. First, drain what you can and dispose of it properly. Then, depending



Ready to take your classic queries: Old-bike mechanic Keith Fellenstein.

on the condition of the paint, you can try a couple of things. If you are sure you've got all the gasoline out, sometimes a trip to the car wash with the pressure hose will dislodge the crusty crud left behind. After that, Evapo-Rust is safe on paint, but usually won't penetrate any crust left inside. Vinegar is also a possibility. It's a weak acid and it will etch the rust away. If the tank has been previously sealed with something like Kreem, you will have to resort to strong solvents like methyl ethyl ketone to dissolve the rubber-like liner. MEK will also dissolve your tank paint and is best handled with rubber gloves and a respirator. If the tank paint is bad, or if you plan on having the tank painted, you might be able to get a radiator shop (if you can find one these days) or a machine shop to hot tank wash it clean.

Carb trouble

Q: I have a 1976 Honda 360T in very nice original shape with just 13,000 miles on it. I just had the bike tuned up at the local Honda shop (new points and condenser, set the timing, adjusted the timing chain, set the carburetors, new plugs). The carbs were not taken apart and cleaned. Upon getting the bike back it fired right up and idled. Taking it on the road for a good run, however, I noticed it missing on the right cylinder, with a "popping" from the right exhaust. Back home, I took out the plugs. The right side plug was fouled badly with black soot, while the left side was a nice medium brown. I tried a new plug and rode it again, but I got the same

result: a fouled plug. Using a "color tune" kit I had gotten from England awhile back I was able to see that the plug color changed with increased rpm, from blue to yellow (hot to cold, hence, the fouling). My question is, what could be causing this? The points are new, as I said. I'm wondering if a clogged jet or other carburetor problem on the right side is the cause.

Bill/Rhode Island

A: I think you've hit the nail on the head. It sure sounds like carburetor trouble from the symptoms you describe. First, I'd try to drain the right side carb and see if there is any clue there. Then I'd pull the right carburetor and make sure it's set up correctly.

Water precipitated out of the gas/alcohol mix we seem to get these days will often pool in the bottom of the carburetor and get sucked into the main jet at wider throttle openings.

A stuck Victor

Q: My 1969 BSA Victor, bought decades ago and never ridden much (other, better bikes at hand) has been stuck for quite some while. The bike was well stored, the tank is clean, and it ran well when I lost interest in it (it was never an easy starter). How do you think I should proceed in getting the engine turning again? I'm pretty sure I ran some penetrating oil into the combustion chamber many years ago.

Howard/via email

A: The inexpensive penetrating solvent of choice is a 50/50 mix of ATF and acetone. I'd first pull the left case cover off, and using an appropriate socket and gentle pressure, see if you can't get the engine to rotate a little. If that doesn't work, then pour in enough of the penetrating solvent mix to cover the piston top and let it sit and soak down for a couple of days. Repeat these two steps until you achieve success. You can also try using some mild heat from a heat gun (not a torch!) applied to the cylinder, which might speed the process along, too.

Email questions to keithsgarage@motorcycleclassics.com

AEROSTICH
SINCE 1982
Equipment for Riders



*New gear,
downloadable
catalog & more
specials online!*

aerostich.com/mcc

Photo by Clint Graves ©2018

We Make Water Burn!™

K100
FUEL TREATMENT

Prevent Fuel Problems!

- Eliminates water from fuel systems
- Increases power & performance
- Lubricates & cleans
- Stabilizes fresh fuel & revitalizes old fuel



Eliminating water in fuel systems since 1965  **800.530.6935**

K-100.COM    

Motorcycle

CLASSICS

FREE INFORMATION FROM OUR ADVERTISERS

Please circle the number(s) on the attached Reader Service Card to indicate the information requested. Information is free unless otherwise indicated on this page.

<u>DISPLAY</u>	<u>PAGE</u>
1. Baxter Cycle	88
2. Donelson	89
3. Hagerty Insurance	5
4. KickMagic	68
5. National Motorcycle Museum	87
6. Pecard Leather Care Co.	75
7. Precision Motorcycle Painting	89
8. Providence Products	88
9. Race Tech	75
10. Rick's Motorsport	88

IFC = Inside Front Cover
OBC = Outside Back Cover

IBC = Inside Back Cover
Expires October 31, 2020

2018 Himalayan: This is not your father's Royal Enfield

Riding Royal Enfield's new Himalayan

When most of us think of Royal Enfield, we imagine the venerable single-cylinder, overhead-valve Bullet or Classic, somewhat quirky, retro-classic bikes with British roots in the 1950s. Those bikes are still staples in Royal Enfield's lineup, but the Indian company has been busy the past few years, remaking itself to take advantage of changing markets in the U.S. and its home country and staking its future on dominating the mid-capacity category.

2014 saw the introduction of the café racer Continental GT. RE India's first sporting single, it boasted a completely new chassis designed by Les Harris in England housing an enlarged, 535cc version of RE's familiar 500cc overhead valve single. Two years ago, RE pulled the wraps off the Himalayan, a completely new model sharing absolutely nothing with previous bikes other than its Royal Enfield badge, and this past March RE started shipping the new model to the U.S.

Aimed squarely at the growing "adventure" market, the Himalayan was designed to offer on- and offroad capability in a mid-sized package. Power comes from a new overhead cam (RE's first), fuel injected 411cc single. Rated at 24.5 horsepower, the unit construction engine features electronic ignition and a 5-speed transmission, with disc brakes front and rear.

A recent weekend aboard a Himalayan left impressions of a competent, well-sorted machine. Swinging a leg over the bike and settling in, the comfortable 31.5-inch seat height, which

lets the average rider (I'm 5 feet 11 inches) plant their feet firmly on the ground, is immediately appreciated. The upright handlebar provides a classic and comfortable sit-up-and-beg riding position, and the ergonomics are excellent. Handlebar switchgear is simple and intuitive, and the instruments are easily deciphered. A large analog speedometer and smaller analog tachometer provide critical road and engine speed information. A digital panel in the lower third of the speedo shows total mileage and provides two resettable trip meters. It also shows ambient temperature, time and gear position, and there's a separate green neutral light in the panel between the speedo and tach. The cluster also features a fuel gauge and compass in the lower right hand corner. The compass on my bike was erratic, but as I later discovered that was likely due to me setting my tank bag with its magnetic holders on top of the cluster while refilling the tank, and it's easily reset.

My test bike was equipped with a set of Nelson-Rigg waterproof saddlebags, and optional aluminum panniers are available. The saddlebags had me standing on the left footpeg to swing my leg over the saddle getting on and off, but the Himalayan's sturdy sidestand (it also has a centerstand) appears to have been made in anticipation of that minor bit of gymnastics.

Starting is a simple matter of turning the key and hitting the button, the engine firing immediately and settling into a steady idle. A cold idle lever next to the left grip keeps rpms up when it's cold, but it was unnecessary in the 50-70 degree F temps I rode in.

Given its relatively small engine displacement, I expected lackluster performance, but the counter-balanced 411cc single is a willing performer, endowed with a nice, broad torque curve that makes take-offs effortless and provides enough grunt for low- and mid-speed takeovers. I managed a top speed of 80mph, yet during a 15-mile stretch of Interstate the Himalayan cruised effortlessly at an indicated 70mph, the engine humming along smoothly and seemingly unstressed. The bike's sweet spot is in the 60-65mph range, the engine running at 4,000-4,500rpm, which is right where it hits its peak torque of 24 ft/lb. Redline is 6,500rpm.

The 5-speed transmission works flawlessly, with clean, crisp shifts between every

The double front fender suggests offroad capacity, and the Himalayan is great on the road.



gear and no false neutrals, and the well-chosen gear ratios take good advantage of the engine's mid-range strength. Dropping from fifth to fourth at 60-65mph produced perfectly adequate power for passing slower vehicles on the Wisconsin back roads I rode for most of my time. Gas mileage was very good at 60mpg.

The twin discs pull the Himalayan down from speed easily, aided no doubt by the bike's relatively light weight (RE claims 401 pounds wet), but the front brake feels soft, requiring a bit more pull than expected. It all works fine, it's just missing the progressive braking feel I prefer.

Light and agile, the Himalayan is an easy handling bike. The wide bars give good leverage for initiating turns and the Pirelli MT60 tires stick well, rain or shine. A 35-mile ride in pouring rain was utterly without drama, the small windscreen



2018 ROYAL ENFIELD HIMALAYAN

Engine: 411cc air-cooled OHC single, 78mm x 86mm bore and stroke, 9.5:1 compression ratio, 24.5hp @ 6,500rpm (claimed)

Top speed: 80mph (observed)

Fuel supply: Electronic fuel injection

Transmission: 5-speed, chain final drive

Electrics/ignition: 12v, electronic ignition

Frame/wheelbase: Single downtube steel cradle frame/58in (1,473mm)

Suspension: Telescopic fork front, monoshock w/ adjustable preload rear

Brakes: 11.8in (300mm) disc front, 9.5in (240mm) disc rear

Tires: 90/90 x 21in front, 120/90 x 17in rear

Weight (wet): 401lb (182 kg)

Seat height: 31.5in (800mm)

Fuel capacity/MPG: 4gal (15ltr)/60mpg (observed)

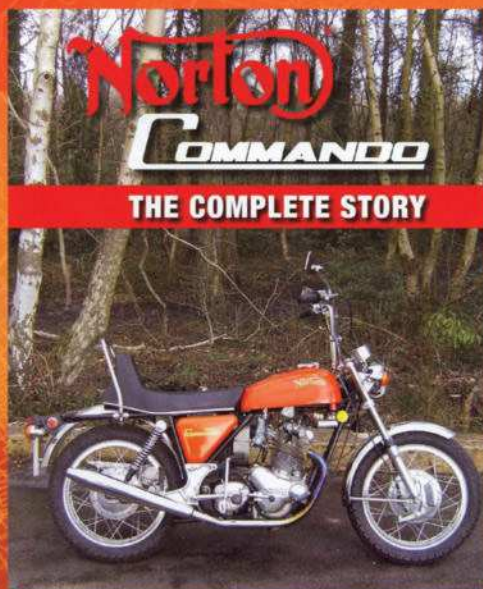
Price: \$4,495

reducing buffeting while also helping to keep my tank bag dry.

The suspension is low tech but works well, with almost 8 inches of travel up front and 7 inches at the rear, numbers that should make it a relatively capable performer in the dirt. I can't speak directly to the Himalayan's offroad prowess, as outside of a few miles of gravel road my ride didn't present any options for even light trail riding.

Priced at \$4,495, the Himalayan represents fun, affordable motorcycling, and buyers are lining up. Bolstering RE's assessment of the market in the U.S. for a mid-capacity adventure bike, the third shipment of Himalayans is already sold out. Easy to ride and especially appealing to new riders eager to join the adventure category, it's a solid,

nicely performing machine that can also satisfy old hands. More info: royalensfield.com/usa — Richard Backus



MATTHEW VALE

~~\$44.95~~
\$29.99

THE Complete Story OF THIS Classic Bike

Read the fascinating story behind the Norton Commando in this 192-page hardcover book. The Commando was the main bike in Norton's range from 1968, and was produced until the demise of Norton Villiers Triumph in 1977. The bike featured the unique "Isolastic" system that rubber-mounted the engine and protected the rider from the twin-cylinder's vibrations. The model range provided the rider with a choice of touring and sporting models, as well as offering special police machines and off-the-shelf production racers. Commandos feature strongly in today's classic scene, and offer excellent performance and spares availability, as well as a vast range of improvements and updated components. This book looks at the history and development of the Commando, gives the specifications and outlines the model changes, and also offers the riding experiences of past and present owners.

Motorcycle
CLASSICS

Call 800-880-7567
or visit www.MotorcycleClassics.com/Store to order!
Item #5561 | Mention promo code MMCPA123

RIDES AND DESTINATIONS



NEW HOPE, PENNSYLVANIA

I grew up in New Jersey, and I'll confess: I forgot just how great the riding can be on the East Coast. When I was a teenager, my favorite motorcycle ride was New Jersey's CR 518 to New Hope, Pennsylvania, and on a recent visit to the Garden State I made that ride again. The ride and the destination are as grand today as they were 50 years ago.

The speeds along this scenic stretch rarely exceed 50mph, and anything from a 250cc bike on up will work just fine. County Route 518 is a bucolic 20-mile New Jersey road that runs from Franklin Township in central New Jersey (where CR 518 intersects with SR 27, near Princeton) to Lambertville. County Route 518 ends at the edge of the mighty Delaware River, and it's a short hop on SR 29 in Lambertville to a most interesting bridge (don't worry about getting

lost; you can see the Delaware River, the bridge, and New Hope when you reach the end of CR 518). The bridge is cool, an iron-grated, low-on-the-river experience. You can see the water below through the iron grating and when you're moving the road disappears; the sensation is one of flying above the water.

The ride along CR 518 is a delightful cruise through New Jersey's Revolutionary War country, a place alive with a rich history. You pass through beautiful little towns like Kingston, Rocky Hill and Hopewell, and woodlands, stunning farmland and rolling low hills line the road. Charles Lindbergh lived in Hopewell, and it was here that the Lindbergh kidnapping occurred. George Washington led the American Revolution, crossed the Delaware, and fought the good fight in this region. The

ride is magnificent, the speeds are low (not because of traffic, but due to the nature of the road and the views), and the experience is just plain fun.

County Route 518 used to be part of a main thoroughfare called the Old York Road between Philadelphia and New York City. Today, the trip between these two cities is a 2.5-hour freeway jaunt. Back in the day, it took two full days on the Old York Road. Our destination (New Hope) was the midway point where folks would spend the night. In those early days, there was no bridge; folks crossed on Coryell's Ferry (the dominant business and New Hope's original name). George Washington crossed the Delaware just 7 miles downriver in 1776; he burnt the ferry down to prevent the British from following. It worked, but the British knew something was up and they shelled the town (some of New Hope's buildings still have British ordnance in their beams). The ferry burned again in 1790 (along with the town) and when the village was rebuilt, folks called it New Hope in anticipation of better times.

Presumably, the name worked. Today, New Hope sports some of the highest real estate values in Pennsylvania. With a population of just 2,500, New Hope is small, but the place abounds with restaurants, art galleries, shopping and photo ops (it's been called the perfect "anti-mall" experience). Shows destined for Broadway are fine-tuned in New Hope's Bucks County Playhouse, scenically situated in the center of New Hope where Aquetong Creek flows into the Delaware River ("Aquetong" is the Native American Leni-Lenape word for "spring in the bush"). Like nearly everywhere in New Hope, it's a great spot for a photo.

More to the point for us, New Hope is a favored regional motorcycle destination, and the ride here from any direction is a great one. It's been that way for at least 50 years that I know of, as it was that long ago that I first rode to this delightful destination. The riding in this region is magnificent and any size bike will do nicely. A relaxing and enjoyable ride, it's one of my favorites. — Joe Berk

THE SKINNY

What: New Hope, Pennsylvania, a delightful and historic village on the Delaware River.

How to Get There: From central New Jersey, pick up CR 518 and follow it to Lambertville. From anywhere else, find your way to the Delaware River and follow it.

Best Kept Secrets: The famous folks who have lived in New Hope and the area's rich history. I visited the area for years without knowing these things. Knowing this now seems to make the ride even more enjoyable.

Avoid: Trying to get a bridge photo while standing in the road (there's a not-readily-visible police officer above the bridge who will gently correct your errant behavior; don't ask how I know this).

More Photos: californiascooterco.com/blog/?p=28635

More Info: visitpa.com/cities/new-hope



CALENDAR SEPTEMBER/OCTOBER

Don't miss these upcoming events!

8/31 Back for its 13th year, join us for the fun at the Bonneville Vintage GP, Aug. 31-Sept. 2, at the Utah Motorsports Campus in Tooele, Utah. Triumph and BSA Triples will be the featured marque of the *Motorcycle Classics* Vintage Motorcycle Show on Saturday, plus trophies in six classes and a People's Choice award. Sunday will feature a custom bike show. Both days will feature AHRMA racing, along with the CB160 races with Le Mans starts both days. On the web at bonnevillevintagegp.com

9/1 Visit the Owls Head Transportation Museum in Owls Head, Maine, for the Vintage Motorcycle Festival and Antique Aeroplane Show, Sept. 1-2. Owners of pre-1998 motorcycles are encouraged to exhibit and will be admitted free of charge. In 2017 the show attracted more than 400 exhibitors throughout the weekend, along with antique planes and more. On the web at owlshead.org

9/9 Visit the 36th annual Battle of the Brits Motorcycle & Car Show and Swap Meet at Camp Dearborn in Milford, Michigan. This event regularly draws more than 200 bikes and 300 cars. Classic British, European and pre-1984 American bikes are invited to be a part of the show. Food and beverages will be available, along with on-site camping. On the web at metrotriumphriders.com

9/15 Join all the good folks and classic bikes at the Modern Classics Ride-In on Saturday, Sept. 15, in Boyertown, Pennsylvania. More than 100 vintage and custom bikes are expected. No judging, no classes and no awards, just a fun day of checking out vintage bikes with friends, food and more. On the web at martinmoto.com

9/16 Visit the 35th Annual Italian Motorcycle Owners Club 2018 Rally in Sturbridge, Massachusetts, with Laverda as the featured marque. The show runs from 10 a.m. to 3 p.m. All Italian bikes and scooters are invited, and the show benefits the Juvenile Diabetes Research Foundation. Judging is at noon for rally classes. On the web at imoc.website/rally

9/30 Join the Old Capitol Lions Club for their 3rd annual Monterey Peninsula Vintage Motorcycle Show on Sunday, Sept. 30, from 9 a.m. to 3 p.m. in Del Rey Oaks, California. Bring your vintage bike to display. All proceeds benefit the Blind & Visually Impaired Center of Monterey County. More info: oc lions.club/vintage-motorcycle-show.html or jproud381@comcast.net

10/5 Join us for the 14th Annual Barber Vintage Festival at Barber Motorsports Park outside Birmingham, Alabama. The show runs through Oct. 7 and will feature AHRMA road racing, the American Motor Drome Wall of Death, Ace Corner, the swap meet and more. Our *Motorcycle Classics* bike show on Saturday will feature more than a dozen awards, with the Triumph and BSA Triples as our featured models. On the web at barbervintagefestival.org

10/19 Attend the 16th Annual Harvest Classic European & Vintage Motorcycle Rally in Luckenbach, Texas. Registration starts Friday afternoon, and you can camp at the location Friday and Saturday night. The swap meet runs both days. Friday afternoon the 100cc Fun Run will take place, and Friday evening enjoy live music. Saturday is the big day, with the bike show, vintage trials, a home-cooked barbecue, music, raffles, a live auction and an outdoor motorcycle movie that night. The Globe of Death will also be running shows both afternoons. On the web at harvestclassic.org



Klaus Huenuke's 1971 Munch TTS took home our Editors' Choice award at the 2017 *Motorcycle Classics* show at the Barber Vintage Festival. Join us this year, Oct. 5-7.

Sept. 7-9 — 22nd Annual Radnor Hunt Concours d'Elegance. Malvern, PA. radnorconcours.org

Sept. 7-9 — Southern California Norton Owners Club High Sierras Ride. Leaves from Mariposa, CA. socialnorton.com

Sept. 7-9 — Thunder in the Smokies Fall Rally. Maggie Valley, NC. handlebarcorral.com

Sept. 7-9 — AHRMA Roadracing at Talladega Gran Prix Raceway. Munford, AL. ahrma.org

Sept. 8-9 — 29th Annual Classic British Motorcycle Club of Cincinnati Vintage Motorcycle Rally. Burlington, KY. sites.google.com/site/cincybritishbikes

Sept. 9 — Rice-O-Rama Vintage and Custom Japanese Motorcycle Show and Swap Meet. Spencer, MA. rice-o-rama.com

Sept. 15 — 10th Annual Central Coast Classic Motorcycle Show. Paso Robles, CA. centralcoastclassicmc.com

Sept. 23 — 7th Annual Motorado Classic Motorcycle Show. Santa Fe, NM. motorado.org

Sept. 28-29 — White Rose Motorcycle Club Antique Motorcycle Show and Swap Meet. Spring Grove, PA. whiterosemc.org

Oct. 13 — El Camino Vintage Motorcycle Show & Swap Meet, Torrance, CA. elcaminoshow.com

Nov. 4 — 39th Annual Hansen Dam All Brit Ride. Near Glendale, CA. socialnorton.com

Motorcycle Classics wants to know about classic motorcycle shows, swap meets, road runs and more. Send details of upcoming events at least three months in advance to lhall@motorcycleclassics.com

New Stuff for Old Bikes

From one-piece Norton axles to protective riding jeans, here are six cool products every classic bike fan should know about.



Norton Commando axles

If you own a 1971-1974 Norton Commando and you've ever suffered a rear axle break where the main axle threads into the dummy axle at the brake drum you'll be interested in the one-piece axles from Don Pender. Made of stainless steel, they replace the stock two-piece setup, which has been known to fail in high-stress applications. Installed through the chain side, the brake drum can be left in place during wheel removal. One-piece axle at top. \$70. More info: tritonmotorcycleparts.com



Warm weather gear

Los Angeles-based Aether is relatively new to the motorcycle apparel business, introducing its first motorcycle jacket in 2014, the street-oriented leather Eclipse.

The new Mojave was designed with warm riding in mind, in a style decidedly influenced by the ADV category. Made of 100 percent heavy-duty cotton canvas, the Mojave features zippered chest, arm, sleeve and back vents to move lots of air when the temps rise, with impact protection provided thanks to CE-certified D30 armor in the elbows, shoulders and back. \$550. More info: aetherapparel.com



Motorcycle fuel treatment

Ethanol-blended fuel acts as a solvent, and it has the unattractive characteristic of being water absorbent. After only a brief time it can experience phase separation, where the ethanol attaches itself to water molecules, dropping to the bottom of the tank in an ethanol-water cocktail. K100 Fuel Treatment prevents this phase separation, eliminating water and water related problems. It also acts as a fuel stabilizer, keeping fuel fresh for up to two years, and it adds lost lubricity to winter blends. 1 ounce treats 2 gallons. \$12 (8 ounces) and up. More info: k-100.com



Cylinder plating

With almost 80 years of experience in cylinder plating, the engineers and machinists at Wisconsin-based U.S. Chrome know a thing or two about cylinder boring and plating, and piston coatings. U.S. Chrome offers plating for both aluminum and cast iron barrels, plus they offer piston skirt coatings that deliver reduced friction for extended piston life, whether you're racing or just riding. Their NiCom cylinder plating produces unrivaled hardness and wear resistance. Special orders always welcome. More info: usnicom.com



Spectro Brake Fluid

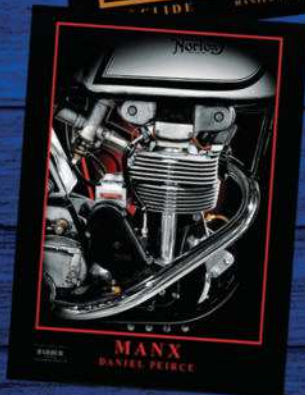
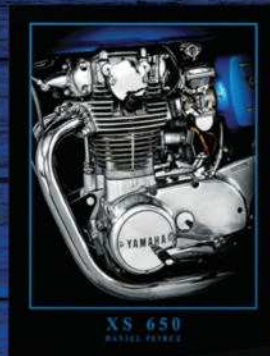
Most of us already know Spectro Oils for their superior line of motorcycle oils. But you probably didn't know that the Connecticut-based company also has its own line of DOT 4 and DOT 5 brake fluid, including Spectro DOT 4 Racing Brake Fluid 600, which has a 312 C dry boiling point to solve virtually any fluid boiling problems created by hard riding like racing. \$12 (approx., 12-ounce bottle). More info: spectro-oils.com



Tobacco Road jeans

California-based Tobacco Motorwear is another newcomer to the motorcycle apparel biz, and they've quickly made a name for themselves with a unique line of stylish, durable and protective riding jeans. Made with 13.5 ounce selvedge denim — old-school raw denim made on a shuttle loom — Tobacco jeans are lined with DuPont Kevlar for abrasion resistance. Each pair takes on its own unique patina as it ages, a characteristic of raw denim. Look for a full review in a future issue. Available in indigo (shown) or black. \$359. More info: tobaccomotorwear.com

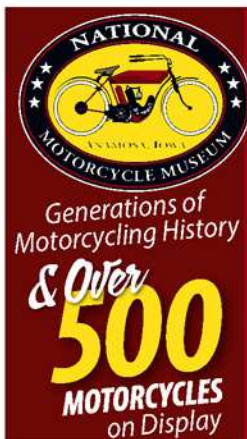
VINTAGE MOTORCYCLE PRINTS FROM PHOTO ARTIST DANIEL PEIRCE



Head of photography for Tucker Rocky and Biker's Choice by day, Daniel Peirce moonlights as an art photographer at Trick Photography, Peirce's business he started in 2001, capturing the raw detail and beauty of the classic engines we know and love. These high-quality prints come signed and embossed directly from Daniel Peirce.

Motorcycle CLASSICS

Call 800-880-7567 or visit
www.MotorcycleClassics.com/Store
Promo Code: MMCPAIZ5



A MUST SEE COLLECTION!



WWW.NATIONALMCMUSEUM.ORG

102 Chamber Drive, Anamosa, Iowa 52205 • 319-462-3925
THE NATIONAL MOTORCYCLE MUSEUM IS A NON-PROFIT 501(C)(3) CORPORATION.

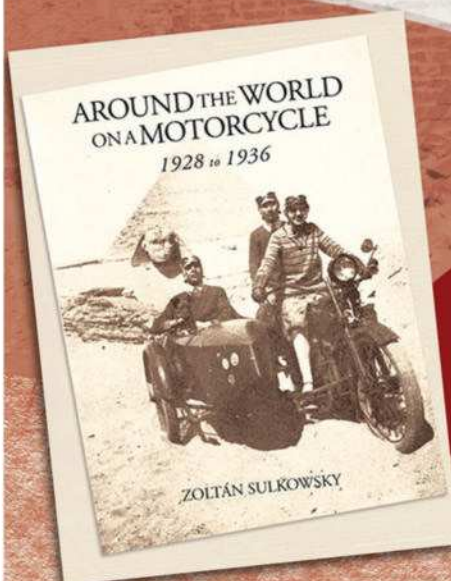


Circle #5; see card pg 81

Around the World on a Motorcycle

1928 to 1936

The year was 1928 when two young Hungarians decided to travel around the world on a Harley-Davidson motorcycle with sidecar. This intelligent and engaging book offers a unique world view between the World Wars, flavored by the great diversity of cultures and the wide variety of human life that exists on the planet.



Only \$24.⁹⁵
Item # 8347

Motorcycle CLASSICS

Call 800-880-7567, or visit
www.MotorcycleClassics.com/Store to order!
Promo Code: MMCPAIZ3



DOC'S Est. 1969

Custom Derby Covers Motorcycle Parts & More

www.docsmc.com

10% OFF On-line Order Promo Code: Classic

Or Call **203-757-0295**

BAXTER CYCLE
YOUR BRITISH BIKE SUPERSTORE
• PARTS • SERVICE • SALES •
 OVER 19,600 PART #S ONLINE
 140+ FREE ONLINE PARTS BOOKS
 WE SHIP WORLDWIDE!!
712-781-2351
WWW.BAXTERCYCLE.COM

Circle #1; see card pg 81

B50/CCM Specialist
JE Pistons
Boyer Ignitions
Carrillo Rods
PVL Ignitions
E&V ENGINEERING
 19294 W. M46
 Howard City, MI 49329
eveng@pathwaynet.com
www.evengineering.com
231 937 6515

We specialize in BSA, Triumph and Norton
 Cylinder head porting
 Valve seats installed
 Cranshaft lightening and balancing
 Case repairing
 Cylinder boring
 Mon-Fri 10am-9pm
 Sat 10am-5pm

RICK'S MOTORSPORT ELECTRICS
1-800-521-0277
 New Lithium-Ion friendly rec/regs for vintage bikes!
 Designed with **BALLISTIC** PERFORMANCE COMPONENTS
 WE SPEAK VINTAGE
RICK'S MOTORSPORT ELECTRICS

Circle #10; see card pg 81

ikonSuspensionUSA.com
ikon suspension
 Replacement parts
Sales & tech (814) 592-7003

BAXLEYCOMPANIES.COM
 Made in USA
P² PRO
MX CHOCK
 (BUILT FOR NARROW TIRES)
 Also: **SPORT CHOCK**
LA CHOCK
SCOOTER CHOCK
[888] 988-8833
 Patented

Circle #8; see card pg 81

I BUY MOTORCYCLES
 1900 to 1986
 from one to a
 collection and
 parts inventories
 ph/text. **314-220-9955**
bikecash@swbell.net

ROCKY POINT CYCLE
BMW 2, 5, 6, 7 • Norton Commando
 Mikuni/Dell Orto carburetor conversion kits
 Boyer & TriSpark electronic ignitions
 Stainless steel fastener kits and singles (metric/SAE/Cei)
 Restorations/Customs engines/transmissions
978-212-5432
 Generally 10AM to 5PM EST
www.rockypointcycle.com

406 Quality PLATING
 QP
 Established in 1976
 We do Aluminum Polishing, Zinc Plating, Show Chrome finishes and much more, including motorcycle restoration parts!
 Call us now at
815-626-5223 or fax 815-626-5244.
 Visit: www.qualitychromeplating.com

5thGearParts.Com

**5thGearParts.com**

Used Honda and Yamaha parts.
No Auctions, No guess work,
No delays. Quality used
parts guaranteed.

Lots of 80's Honda stuff.

Email: 5thGearParts@gmail.com

Web: 5thGearParts.com

ADAPTIV^{MOTORCYCLE}
ACCESSORY MOUNT

Featuring
AdaptiSorb™
Anti-Vibration
Technology

The BEST mount for your bike!

use code MCC for 10% discount!

www.AdaptivTech.com 646-722-0253

Charlies Place

Vintage Honda specialists since 1993

**ELECTRONIC IGNITIONS
FOR ALL HONDA STREET BIKES**



*Exclusively designed electrical
upgrades for classic Hondas.
Exceeds expectations in
performance and reliability.
Complete performance packages
available.*

Made in the USA.

www.charlies-place.com

CUSTOM
BATES
LEATHERS

Quality for Over 60 Years
The Only Name You Need to Know

Bates Leathers

3671 Industry Ave, Ste C5 • Lakewood, CA 90712

562.426.8668 • fax 562.426.4001

www.batesleathers.com • Made in the USA

**SPEEDOMETERS
TACHOMETERS
& AMP METERS**

Repair and sales of vintage gauges for
Japanese, British, European & American bikes



Joel Levine Co.

Phone: (404) 219-0594

610 S Chattanooga St. Toll Free: (800) 456-6267

Lafayette, GA 30728 E-mail: j14levine@aol.com

www.joellevinecompany.com

**Klempf's British
Parts**

High Quality NOS, Used, Reproduction
Parts For Vintage

TRIUMPH NORTON BSA
NEW E STORE WITH PICTURES,
TECH TIPS, SECURE CHECKOUT!

KLEMPFS.COM
507.374.2222



K.M. Jones Enterprises LLC
Parts & Spares For Classic Triumph Motorcycles

TRIUMPH MOTORCYCLE PARTS

NOS, New, Used

Genuine AMAL, Lucas and more.

Name brand UK made parts

We have a special emphasis on
"Oil-In-Frame" Triumph 650/750 Twins.

785-925-2042

kmjonesmotorsports.com

**PRECISION
MOTORCYCLE PAINTING**

**FACTORY CORRECT PAINT
SCHEMES AND RESTORATIONS**



**WE RESTORE
MEMORIES FROM ANY
PART OF THE WORLD**

**JAPANESE • AMERICAN
BRITISH • EUROPEAN
CLASSIC • ANTIQUE
LATE MODEL**

SOUTH BEND, INDIANA USA

www.precisionmotorcyclepainting.com

(574) 298-2199

**DONELSON
CYCLES,
INC.**

The Motorcycle People

9851 St. Charles Rock Road

St. Ann, MO 63074

Phone: (314) 427-1204

Fax: (314) 427-7642

(800) 325-4144

• Service for

YAMAHA

TRIUMPH

DUCATI

HONDA

• Since 1962

• We also have Moto Guzzi parts

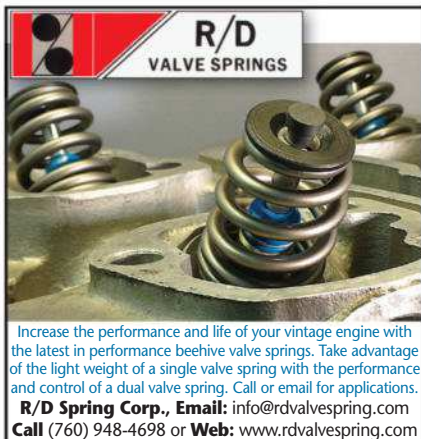
• Ship daily via UPS and USPS

• Huge Inventory
of Parts

TRIUMPH

BSA

Norton



R/D VALVE SPRINGS

Increase the performance and life of your vintage engine with the latest in performance beehive valve springs. Take advantage of the light weight of a single valve spring with the performance and control of a dual valve spring. Call or email for applications.

R/D Spring Corp., Email: info@rdvalvespring.com
Call (760) 948-4698 or **Web:** www.rdvalvespring.com



RIDE 20+ AMAZING CLASSIC BIKES

retrotours.com



Motorcycle Restoration Services
Belgium, WI
262-483-5399
www.retrospeed.net

2 STROKE

CRANKSHAFT REBUILD

ROY'S RIDES.com
573 421-2753

SMITHS MAGNETIC & CHRONOMETRIC INSTRUMENT Repair

INSTRUMENTS RESTORED, BOUGHT, SOLD, & REPAIRED

A.J.S. ARIEL BSA DUCATI ENFIELD GREEVES HARLEY DAVIDSON LAVERDA	MATCHLESS NORTON TRIUMPH VELOCETTE VINCENT & OTHERS
---	--

ph. 224-595-2037 or email
 scott@smithsgagerepair.com
 PO BOX 182, ARLINGTON HEIGHTS, IL 60006-0182

Norton Commando Electric Start Kit

Some things are worth the wait. Over forty years after the first Commando appeared, the Alton EKit electric start conversion finally brings it to life at the touch of a button.



Available in the US from
The Classic Bike Experience
www.classicbikeexperience.com or
call 802-878-5383 www.alton-france.com

12v Generators for your Classic Bike!

Upgrade your Vincent, BSA, Triumph, Norton, Velocette, AMC, Matchless today with products by Alton-France.



US Distributor:
 The Classic Bike Experience
www.classicbikeexperience.com
www.alton-france.com
 Call 802-878-5383

SIDECARS!

Velorex, Champion, Trans-Moto Watsonian

THE WARK SHOP

HOURS: 8 a.m. - 8 p.m. EST
(740) 538-4746
www.warkshop.com

Triples RULE RACE PROVEN

100 psi liquid-filled oil pressure gauge
 1/8 NPT male inlet
 1-5/8 diameter body with generic fittings and heavy nylon oil line
 \$39 + shipping. Custom brackets for Meriden Triumphs in stock



www.triplesrule.com
t150v@aol.com
224-321-4912

U.S. CHROME PERFORMANCE COATINGS

VINTAGE MOTORCYCLE CYLINDER PLATING

Nicom™ Plating & Diamond Honing. Abradeable Piston Coatings.

PRESERVE YOUR BORE SIZE!!!

- Plating on Aluminum and Cast Iron
- Vastly Improved Durability and Geometry
- World's Hardest Cylinder Bores Since 1979

Toll Free 866-922-5066
www.usnicom.com

US Chrome Corporation
 850 Oak Park Ave.
 Fond du Lac, WI 54935

GAZI SUSPENSION

QUALITY • PERFORMANCE • INNOVATION

Sport X

GAZI USA
EPM Performance Imports
732-786-9777
info@gazi-usa.com
www.gazi-usa.com



Motorcycle CLASSICS

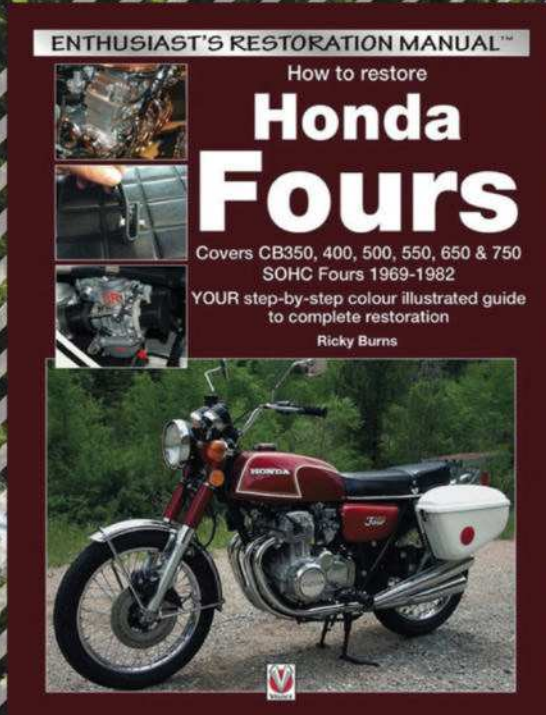
Ogden Publications, Inc. cannot be held responsible for unsolicited manuscripts, photographs, illustrations or other materials.

Subscriptions: \$29.95 for one year in the United States and its provinces; \$39.95 per year in Canada. Canada Post International Publications Mail Product Sales Agreement No. 40601019. All payment must be made in U.S. funds.

Motorcycle Classics does not recommend, approve or endorse the products and/or services offered by companies advertising in the magazine or on the website.

RESTORE YOUR **Honda Four** WITH THIS GUIDE

Learn step-by-step how to restore a Honda Four with this 176-page illustrated guide! In 1969, the Honda Motor Company launched a motorcycle that many consider to be the world's first superbike. The Honda CB750 had the first mass-produced 4-cylinder inline engine, a single overhead camshaft with four carburetors, a 4-into-4 exhaust system, and came with electric start and front disc brakes as standard. This specification set the bar higher than had been seen before on a production motorcycle. Following the success for the original CB750, Honda went on to produce a range of motorcycles using SOHC 4-cylinder engines. All with their own characteristics, they proved to be reliable and smooth-running, and even today they can offer reliable transport on modern roads if restored correctly. Now with some examples more than 40 years old, many enthusiasts wish to restore these classic machines. *How to Restore Honda Fours* has been written to guide the enthusiast through his or her restoration of these fine classic motorcycles.



Motorcycle
CLASSICS

Call 800-880-7567

or visit www.MotorcycleClassics.com/Store to order!
Item #7760 | Mention promo code MMCPAIZ3

~~\$59.95~~
\$49.95

MOTORCYCLE CLASSICS ARCHIVE 2005-2017 USB DRIVE

Bringing you the most brilliant, unusual and popular motorcycles ever made ... delivered on a flash drive that plugs into the USB port on your favorite device. Whether you're interested in a particular manufacturer or repairing a specific part, use our search function to bring up all of *Motorcycle Classics*' relevant content! For collectors and enthusiasts, dreamers and restorers, newcomers and lifelong gearheads, we have you well covered.

Call (800) 880-7567 or order online at www.MotorcycleClassics.com/Store
Mention promo code MMCPAIZ1

~~\$39.95~~
\$25
ITEM #8643

Price does not include shipping and handling.



Motorcycle

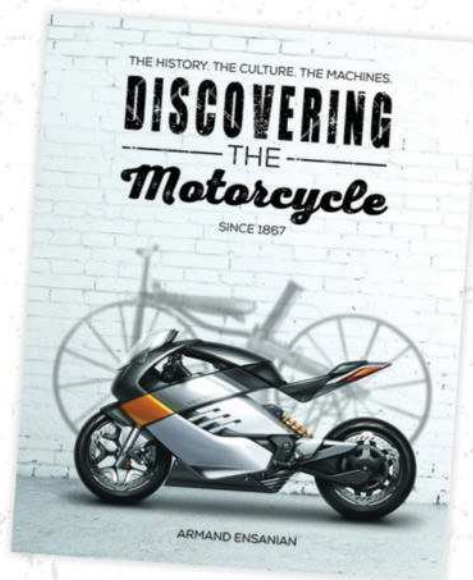
CLASSICS

RIDE 'EM DON'T HIDE 'EM

RECOMMENDED PRODUCTS

DISCOVERING THE MOTORCYCLE

Discovering the Motorcycle is a full-throttle, never-before completed history and cultural evaluation of motorcycling from 1867 to the present. This book introduces readers to the vast world of motorcycling, its history, social impact, and how these machines are built and function. Chapters cover the history of motorcycle racing, bike events, museums, and clubs.

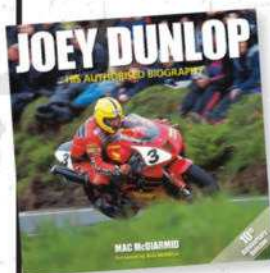
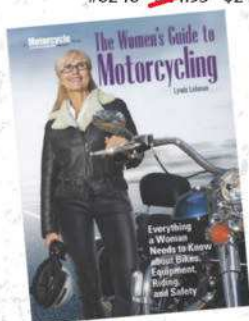


#8183 ~~\$44.99~~ \$39.99

THE WOMAN'S GUIDE TO MOTORCYCLING

Author Lynda Lahman, herself a motorcycle owner and rider, provides a comprehensive look at motorcycling techniques, street smarts, and safety concerns while addressing female-specific challenges as well as issues that all bikers face from a female point of view. Lahman provides advice about choosing a bike, proper maintenance, types of riding, bike clubs, and more.

#8248 ~~\$24.95~~ \$21.95



JOEY DUNLOP

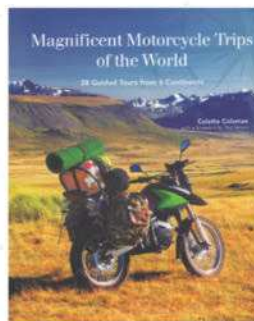
This illustrated official biography explores the life of the most successful racing motorcyclist in the 107-year history of the Isle of Man TT races. Joey Dunlop's achievements included three hat tricks at the Isle of Man TT races (1985, 1988, and 2000), where he won a record 26 races in total, as well as 24 wins in the Ulster Grand Prix and 13 in the North West 200 in his native Northern Ireland. For motorcycle fans, Joey Dunlop is still akin to royalty.

#7518 ~~\$44.95~~ \$39.95

MAGNIFICENT MOTORCYCLE TRIPS OF THE WORLD

Featuring 40 spectacular routes from the snowy passes of Patagonia to Australia's Red Centre, this book is the perfect inspiration for your next big motorcycling adventure. Full of stunning photography and route maps showing points of interest along the way, the guide focuses on journeys that are accessible to everyone.

#8865 ~~\$19.95~~ \$17.99



MOTORCYCLE CLASSICS STAINLESS STEEL TUMBLER

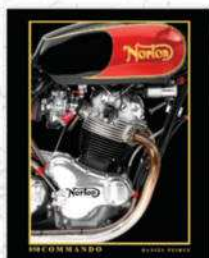
Upgrade your old mug with our *Motorcycle Classics* brand insulated tumbler! The 20-oz. black stainless steel tumbler features a double wall that keeps your drink hot for 5 1/2 hours or cold for 24 hours. With the *Motorcycle Classics* logo, this tumbler is just as distinctive as it is handy. Whether you're at home or just on-the-go, this tumbler will keep your drink just as fresh as when you first poured it.

#8748 ~~\$18.99~~ \$16.99

DANIEL PEIRCE NORTON 850 COMMANDO PRINT

Own this unique print of a Norton 850 Commando today! This Endura Metallic print is photographically printed by professional motorsports photographer Daniel Peirce, and the subtle metallic surface produces a depth and color richness unmatched by any other process. This 16" x 20" print-on-demand metallic print is signed and numbered by the artist. Print longevity is an impressive 100 years.

Allow two weeks for delivery

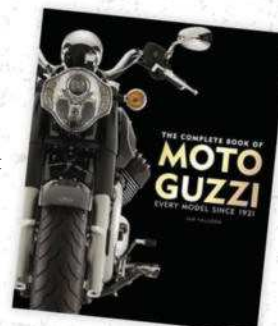


#3797 ~~\$69.00~~ \$62.10

THE COMPLETE BOOK OF MOTO GUZZI

The oldest European motorcycle manufacturer in continuous production, Italy's Moto Guzzi has built some of the most iconic motorcycles ever produced. Established in 1921, the company is one of the most traditional motorcycle makers and also one of the most innovative. For the first time ever, *The Complete Book of Moto Guzzi: Every Model Since 1921* collects all of these iconic motorcycles in encyclopedia form, written by widely respected Moto Guzzi expert Ian Falloon.

#8462 ~~\$60.00~~ \$49.99



MOTORCYCLE CLASSICS HAT

Great for any classic motorcycle enthusiast! This adjustable baseball-type hat is embroidered with the *Motorcycle Classics* logo. Show off your favorite magazine with this classic black hat.

#7657 ~~\$10.00~~ \$8.99



DANIEL PEIRCE BMW R69 PRINT

Order this beautiful and unique print of a BMW R69 today! This Endura Metallic print is photographically printed by professional motorsports photographer Daniel Peirce, and the subtle metallic surface produces a depth and color richness unmatched by any other process. This 16"x 20" print-on-demand metallic print is signed and numbered by the artist. Print longevity is an impressive 100 years.

#3805 ~~\$69.00~~ \$62.10

Allow two weeks for delivery



ART OF THE HARLEY-DAVIDSON MOTORCYCLE

Art of the Harley-Davidson Motorcycle pulls together the best of David Blattel's Harley-Davidson portraiture—over 100 stunning machines—resulting in a breathtaking review of Harley-Davidson's greatest hits from the early 1900s to today. Harley-Davidson expert Dain Gingerelli puts each machine in historical and technical context with informed profiles.

#5709 ~~\$40.00~~ \$34.00



CLASSIC MOTORCYCLES

Written by noted motorcycle author Patrick Hahn, *Classic Motorcycles* presents the history of motorcycling as told through the most significant, iconic, classic motorcycles of all time, with both period photography and modern portrait photography. You'll drool over the 1933 Matchless Silver Hawk, and you'll want to tear out the page displaying the 1956 Triumph Thunderbird and frame it. Prepare to be in awe of the undeniable classic motorcycles in this collection.

#8185 ~~\$50.00~~ \$40.00



MOTORCYCLE CLASSICS SHOP TOWEL

Ideal for any cleaning needs, our industrial-strength shop towels are absorbent and long-lasting. Made from 100 percent cotton, the 14-inch-long-by-14-inch-wide towels are great for use in the garage or on the job for mechanics, autoworkers, or anyone working in an industry where your hands proudly get dirty.

#8747 ~~\$3.00~~ \$2.50

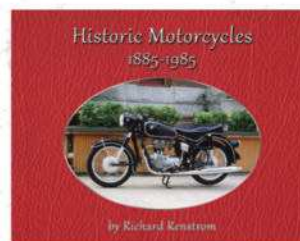


HISTORIC MOTORCYCLES

1885-1985

Historic Motorcycles 1885-1985 provides the reader with stunning full-color photographs of more than 100 of the world's most beautiful and rare motorcycles. Richard Renstrom, an author of five books and an accomplished photographer, spent more than 50 years accumulating this library of photos of vintage motorcycles from 12 countries (including the United States, England, France, Germany, and Japan). Each photograph is accompanied by a detailed historical essay documenting the origin of each motorcycle as well as the technical specifications that make each machine a true original.

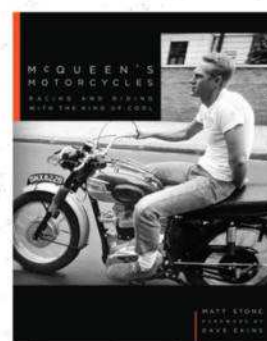
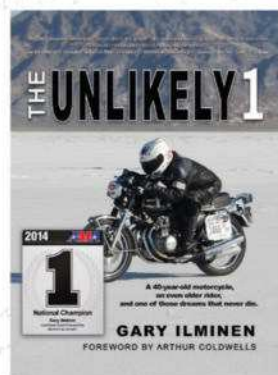
#8079 ~~\$40.00~~ \$34.99



THE UNLIKELY 1

As a teenager, Gary Ilminen read about the motorcycle land speed record-setters that made history on the vast salt flats of Bonneville. After almost four decades came the chance to compete at Bonneville in 2009; three more trips there ensued and in 2014, the dream of setting a national speed record came true!

#8715 ~~\$19.99~~ \$17.99



MCQUEEN'S MOTORCYCLES:

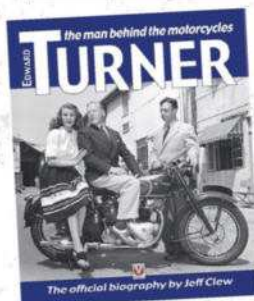
Even 30 years after his death, Steve McQueen remains a cultural icon. This book focuses on the bikes that the King of Cool raced and collected. From the first Harley McQueen bought when he was an acting student in New York to the Triumph "desert sleds" and Huskys he desert raced all over California, Mexico, and Nevada. *McQueen's Motorcycles* reveals these highly sought-after machines in gorgeous photography and full historical context.

#8184 ~~\$35.00~~ \$29.99

EDWARD TURNER: THE MAN BEHIND THE MOTORCYCLES

For the first time, the life of Edward Turner, one of Britain's most talented motorcycle designers, is revealed in full – making this much more than just another book about Triumph motorcycles. Although seen by many as an irascible man who ran a very tight ship, it is an inescapable fact that his was a highly profitable company.

#8247 ~~\$35.95~~ \$31.99



To order,
call toll-free
800-880-7567
(outside the United States
and for customer service,
call 785-274-4360),
or go to
MotorcycleClassics.com/RecommendedProducts
Mention code MMCPAIZ8.
Promotion Expiration Date: 09/24/18.



BMW CAFÉ RACERS

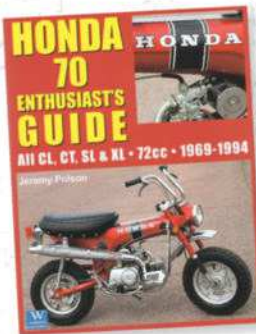
There have been many books published about BMW motorcycles, but until now none has covered the evolution of the BMW sport bike to the BMW café racer. A marque not commonly associated with the café racer scene, the growing trend of custom BMW café conversions is illustrated in detail with stunning images of sporting, racing, and café'd BMWs. From Airheads to Oilheads, modified singles to parallel twins, Fours and Concept 6s, see the café'd side of BMW.

#6482 ~~\$39.95~~ \$36.95

MOTORCYCLE CLASSICS T-SHIRT

Newly designed and exclusively available through *Motorcycle Classics*, this charcoal T-shirt is soft-hand printed in white lettering with the magazine's logo and slogan, "Ride 'Em, Don't Hide 'Em," emblazoned across the chest. Available in unisex sizes S-2XL.

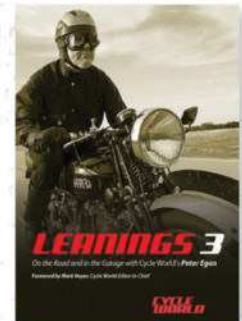
#8214-8217 S-XL ~~\$15.00~~ \$13.99
#8218 2XL ~~\$17.00~~ \$15.99



HONDA 70 ENTHUSIAST'S GUIDE

Author of *Honda Mini Trail: Enthusiast's Guide*, Jeremy Polson has put together another vintage Honda guide. It covers the third-best-selling Honda in American Honda history, the long-running Mini Trail CT-70, along with the CL, SL, and XL 72cc motorcycles manufactured from 1969 to 1994. In addition to the hard facts, this book is filled with many rare photos that track the evolution of Honda's 72cc motorcycles and unravels their mystery.

#8777 ~~\$29.95~~ \$27.95



LEANINGS 3

Leanings 3 contains stories and observations from one of America's best motorcycle journalists. Peter Egan's writing invites you to pull up a chair, pour a little scotch, and relax while he shares with you his tales from the road, his motorcycling philosophy, and his keen observations about the two-wheeled life. This is an unforgettable collection of the works of a master writer whose simple adventures of life remind us all why we love to ride.

#7446 ~~\$28.00~~ \$23.99

CLASSIC BRITISH MOTORCYCLES

In the modern era, mass-produced motorcycles tend to be Japanese or Italian, with the "big four" Asian manufacturers dominating the market. However, until the 1950s, and even into the '60s, British makers such as Norton and Vincent ruled the roost. These legendary companies, and many smaller British firms, are motorcycling's founding companies. Superbly illustrated with more than 150 color pictures, many previously unpublished, this book is a captivating and highly informative account of the men, machines, race meetings, and world events that shaped the development of the motorcycle from its bicycle origins.

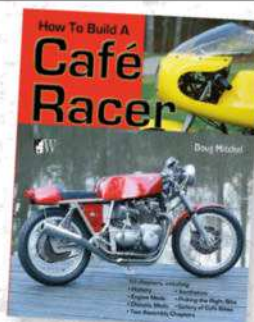
#7758 ~~\$32.00~~ \$29.99



HOW TO BUILD A CAFÉ RACER

The book starts with chapters on planning and choosing an appropriate bike, followed by chapters that detail the modifications that will likely be embraced by anyone converting a stocker to a rocker. From shocks and tires to engine modifications, Doug Mitchell's book lays out each type of modification and how it's best carried through. The center of the book holds a gallery of finished bikes. The final chapters include two, start-to-finish Café builds.

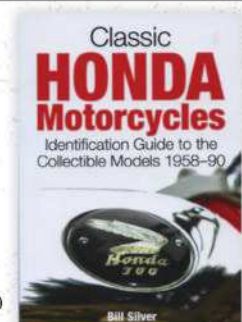
#6684 ~~\$27.95~~ \$23.95



CLASSIC HONDA MOTORCYCLES

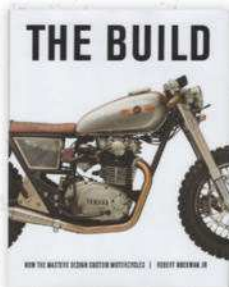
Honda made its mark on the motorcycle world with small, affordable bikes, and grew well beyond that to create some of the most important performance machines ever built. Today, these bikes are increasingly coveted by collectors and enthusiasts. This guide to the collectible Hondas gives prospective buyers a leg up on the current market for groundbreaking classics.

#6428 ~~\$40.00~~ \$34.00



THE BUILD: HOW THE MASTERS DESIGN CUSTOM MOTORCYCLES

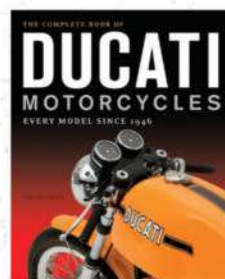
In *The Build*, Robert Hoekman Jr. compiles insights from today's best builders to help you plot out your own beautiful beast. This book is as much a 192-page motorcycle art book as it is a blueprint to building the perfect custom bike. The book is the bible of custom motorcycle design, starting with an explanation of all the different bike styles, and then moving into a concise, easy-to-read guide that takes you from finding a donor bike to figuring out how to alter the lines to your liking. The book also covers selecting and building parts, painting and finishing, and what kind of performance modifications might be appropriate.



#8053 ~~\$45.00~~ \$38.99

THE COMPLETE BOOK OF DUCATI MOTORCYCLES: EVERY MODEL SINCE 1946

The Complete Book of Ducati Motorcycles traces the stunning chronology of the motorcycles dreamed up by Ducati, from the 1940s to the present day. Laid out for the first time in the form of an encyclopedia, with gorgeous photography and insights from Ducati expert Ian Falloon, this book offers motorcycle enthusiasts a closer look at the craftsmanship, power, and beauty of these extraordinary motorcycles. The book features all of the motorcycles from Ducati's storied history, including the groundbreaking Desmodromic 750 Super Sport, the Mike Hailwood Replica, the Superbike-dominating 916, and the epic Panigale.



#8055 ~~\$50.00~~ \$42.50



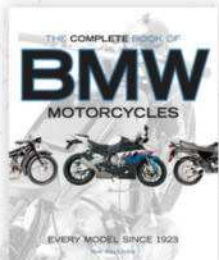
DANIEL PEIRCE YAMAHA XS 650 PRINT

Proudly hang this unique print of a Yamaha XS 650 on your wall or in your garage. This Endura Metallic print is photographically printed by professional motorsports photographer Daniel Peirce. This 16" x 20" print-on-demand metallic print is signed and numbered by the artist. Print longevity is an impressive 100 years.

Allow two weeks for delivery #3546 ~~\$69.00~~ \$62.10

THE COMPLETE BOOK OF BMW MOTORCYCLES

The Complete Book of BMW Motorcycles is a thorough year-by-year guide to every production machine ever built by Germany's leading motorcycle manufacturer. Get the story behind bikes such as the pre-World War II R5, the military R12, and the K1 "flying brick." This guide captures nearly a century of motorcycling excellence with a combination of historic and contemporary photos.

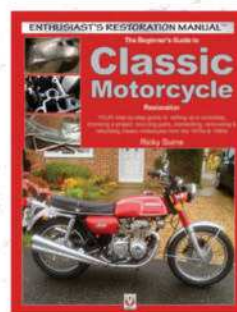


#7756 ~~\$50.00~~ \$42.50

AROUND THE WORLD ON A MOTORCYCLE

The year was 1928 when two young Hungarians decided to travel around the world on a Harley-Davidson motorcycle with sidecar. This account gives a very clear-eyed view of the world in the 1930s — the two experienced the riches of sultans, witnessed primitive cultures in remote villages, traveled through wilderness, and traversed roads of all descriptions. This intelligent book offers a unique world view between the World Wars, flavored by the great diversity of cultures and the wide variety of human life.

#8347 ~~\$24.95~~ \$21.95



CLASSIC MOTORCYCLE RESTORATION

The 1970s and 1980s were wonderful eras for the motorcycle, with their assortment of crazy two-strokes, and the first multi-cylinder Superbikes coming thick and fast from Japan. It was a time of fast-paced engineering advances, and a time in motorcycle history that is unlikely ever to be repeated. Those over-budget motorcycles that we longed for then are now available well within budget... and just waiting to be restored. Packed full of photographs, and with detailed instructions, this book is the perfect companion for any classic motorcycle restorer.

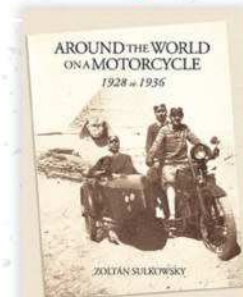
#7307 ~~\$49.95~~ \$44.95



CAFÉ RACERS: SPEED, STYLE AND TON-UP CULTURE

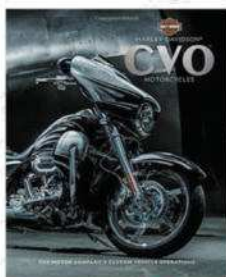
The rebellious rock 'n' roll counterculture is what first inspired these bikes, with their owners often racing down public roads in excess of 100 miles per hour ("ton up," in British slang). Chronologically illustrated with fascinating historical photography, *Café Racers* travels through the eras of these nimble, lean, light, and head-turning machines. This stunning hardcover book features 224 pages filled with the story of these wonderful machines.

#7254 ~~\$50.00~~ \$42.50

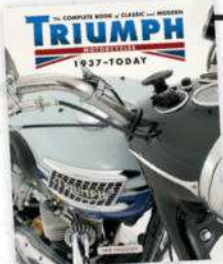


HARLEY-DAVIDSON CVO MOTORCYCLES

Harley-Davidson Custom Vehicle Operations (CVO) motorcycles are the pinnacle of the Motor Company's customization: custom-shop details that push the boundaries of style and performance with high-impact paint, killer wheels, big engines, and exclusive technology. Designed in-house since 1999 at Harley-Davidson's world-class Willie G. Product Development Center, built by the factory, and available through Harley-Davidson's dealer network, these machines set themselves apart from the pack.



#7924 ~~\$50.00~~ \$42.50



THE COMPLETE BOOK OF CLASSIC AND MODERN TRIUMPH MOTORCYCLES

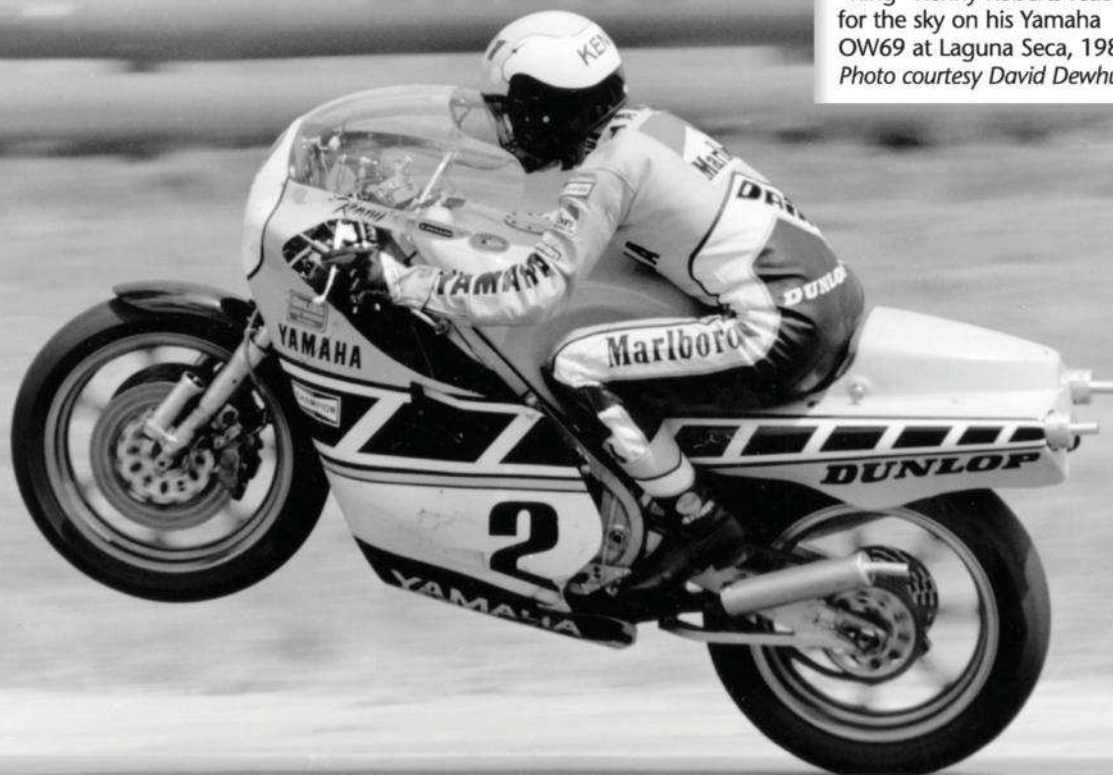
Written by respected Triumph expert Ian Falloon, this guide collects all of the motorcycles from this iconic brand in a single volume. All of the major and minor models are covered, with an emphasis on the most exemplary, era-defining motorcycles, such as the Thunderbird, Tiger, Trophy, Bonneville, and new machines such as the Speed Triple, Thruxton, and Daytona 675. This is a book no Triumph fan will want to be without!

#7667 ~~\$50.00~~ \$42.50

To order,
call toll-free
800-880-7567
(outside the United States
and for customer service,
call 785-274-4360),
or go to
MotorcycleClassics.com/RecommendedProducts
Mention code **MMCPAIZ8**.
Promotion Expiration Date: 09/24/18.

PARTING SHOTS

"King" Kenny Roberts reaches for the sky on his Yamaha OW69 at Laguna Seca, 1983. Photo courtesy David Dewhurst.



A Wheelie Big Show!

Forget about traction control and other electronic doodads on today's high-tech MotoGP race bikes. When 2-stroke engines ruled the roost in world championship competition 30-some years ago, GP racers relied on disciplined throttle hands and deft clutch hands to manage power output from their bikes; when the green flag dropped, wheelies were to be avoided at all costs.

However, wheelies were welcomed at the annual Laguna Seca AMA National, held mid-summer. Prior to the glory years of the USGP at Laguna Seca, the AMA National served as a summer break of sorts for American GP racers from their hectic European schedules.

Initially, factory riders Kenny Roberts (Yamaha) and Randy Mamola (Suzuki) headlined the Laguna Seca marquee, showing up on year-old GP bikes. They were eventually joined by Freddie Spencer (Honda) and Eddie Lawson (Kawasaki and later Yamaha). Despite riding year-old 500cc factory GP bikes, the castaway racers clearly out-classed the field of TZ750 dinosaurs that constituted a bulk of the AMA equipment used back then.

Roberts premiered the wheelie show in 1979 when he brought his year-old YZR500 to the Sears Point National, where he dominated the competition. The following year he showed up at Laguna Seca with another year-old YZR500, winning in style. As for the Laguna Seca wheelies, King Kenny said: "They [fans] want to see a wheelie, so I give it to 'em." And a tradition was born.

Mamola, armed with a year-old Gamma RG500, joined the show in 1981 and together he and Roberts (now riding his '80 YZR) put on quite a show, swapping the lead while sharing the wheel-stand act in nearly synchronized harmony.

By 1982 Roberts had convinced Yamaha to let him ride the new OW61 V4 at Laguna Seca. Although more competitive with Mamola's square-four Suzuki, it proved a handful during wheelies. Remarked Roberts after the race, "The V4 is harder to wheelie because the power comes on suddenly, and the push/pull throttle is sensitive."

The 1983 race proved interesting as Lawson and Roberts were now teammates, showing up with over-bore OW69 models originally developed for the Daytona 200 (which KR won and Lawson finished second). Armed with a potent bike, Lawson figured he'd be the rabbit in this match during the second of two heat races. Although Roberts and Mamola led the field during the early laps — in the process assuming their usual script of popping huge wheelies for the crowd — Lawson had other intentions. Exiting Turn 9 early in the second heat, with KR and Mamola busy balancing their bikes on their rear tires, Steady Eddie blew past them on the front straight.

"Lawson came by us ... tucked in," said a somewhat astonished Mamola later. Added KR, who finished second to the Suzuki rider, "I didn't want to go that fast, but Eddie set the pace." Eventually the chain adjuster on Lawson's OW69 broke — a similar fate sidelined Roberts in the first heat — dropping both out of contention for the overall win. At that point, and with the two-heat advantage in Mamola's favor, Roberts cooled the pace and the Roberts/Mamola Wheelie Show continued, business as usual.

Sadly, as the war clouds gathered for what was to be the USGP in 1988, the Laguna Seca Wheelie Show became but a footnote in American racing history. For a few fun-filled years, though, American road race fans were treated to some of the most spectacular wheelies ever. — Dain Gingerelli

ADVENTURE TOGETHER



imz-ural.com

*2018 Gear Up shown in Burgundy Satin. MSRP starting at \$16,499**

**Excludes tax, license, registration, delivery, set-up, and dealer-installed options. Dealer prices may vary.*

HONDA | SUZUKI | YAMAHA | KAWASAKI | TAKEGAWA | KITACO | G-CRAFT | OVERRACING | DAYTONA
VESPA | MOTO GUZZI | APRILIA | DERBI

Some things in
life are not so
hard to get.



MORE THAN 4.100.000 PARTS AVAILABLE FOR YOUR FAVORITE SPARE TIME!
CONVENIENT, RELIABLE & PROFESSIONAL



WWW.CMSNL.COM

PARTS FOR A BETTER RIDE